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The History of Hornby Island 1975

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Assisted By
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Arrowsmith, John. MAP OF VANCOUVER ISLAND AND THE ADJACENT COASTS, compiled from the surveys of Vancouver, Kellett, Simpson, Galliano, Valdez &c. &c. &c. 1858.

Geological Formation

How was our island formed? The surface of the earth has changed many times. Over two hundred eighty million years ago what is now British Columbia was under the sea. In the far, far west was a large land mass. Eons later the cooling earth caused the land mass to shrink. The earth became wrinkled and furrowed, numerous volcanoes erupted and spilled out lava over the land, sometimes spreading out into the sea. The far ocean bottom rose, the Cascade mountains were formed and mountain peaks rose to the top forming our numerous coastal islands. Vancouver Island with its Beaufort Range appeared. The inland sea gradually disappeared becoming an area of swamps and lakes.

Through the several ice ages the topography of the land was again changed. The ice came and went several times, glaciers up to five thousand feet thick ground and shaped the land. Our B.C. inlets are U-shaped glacial troughs and the land is covered with scars made by glaciers, some of it twisted and bent into mountains of granite, limestone, marble and slate. The mud hardened to form shale and sandstone. To bear witness to these changes fossils of sea creatures have been found even five thousand feet above the present sea level. Trilobites have been found far inland in fossilized rock. On Hornby, a place long famed for its fossils, remains of fossilized leaves, ferns and plants have been located mostly at Fossil Beach near Cowie's. Mr. John Paddle of Duncan, a great fossil hunter, reports having found fossils of baculites, an extinct shell creature — in the shale on Hornby Island.

Hornby Island, a leg-of-mutton shaped island is situated in the Strait of Georgia between Vancouver Island and the Mainland. On the west, about one and one half miles distant is Denman Island and to the east is Texada Island a distance of about fifteen miles away. Between Denman and Hornby islands is Lambert Channel. The climate of these islands is milder than that of Vancouver Island and the Mainland owing to the influence of the sea. The prevailing winds are from the south east, rainfall is slightly less than Vancouver Island and snow is almost unknown. The coastline facing Denman is rather forbidding, Mount Geoffrey rising abruptly to over one thousand feet of steep rock. The other side of Hornby is gently sloping,



Petroglyphs on the rocks near "Seabreeze."

-John Richards photo

much of it being good agricultural land. Beautiful beaches and strange rock formations have been beaten out through the years by the sea. The force of the water, reckoned as from one half ton to three tons per square inch, has beaten out the softer rocks, leaving marvellous formations such as the caves at Tribune Bay, lacy and button rocks along the sides of Whaling Station Bay and in many other places around this island. The softer rock became pounded into sand, leaving level, hard-packed beaches at Tribune and Whaling Station Bays.

As described by Allan Wallace.

"The fantastic shoreline of this island is well worth exploring. Here some long-forgotten volcano has thrown up streams of lava, turning now to sandstone, and, as the lava cooled it left the most amazing formations. Caves large enough to hide in, mounds in every conceivable shape, one patterned after the Sphinx, others like giants' heads, one you would almost swear was an elephant's head and everywhere piles of lava with stones and boulders embedded just as though a load of poorly mixed cement had been capsized and left where it had fallen."

In all probability when Captain Vancouver circumnavigated Vancouver Island in 1792 he would not have seen Hornby or Denman Islands since his course took him east of Texada Island. From there, having been told by

Indians of "a narrow passage with swift waters leading to the sea," he went north through Seymour Narrows where the water rushed by Ripple Rock and thence to the sea and his rendezvous with Quadra at Nootka.

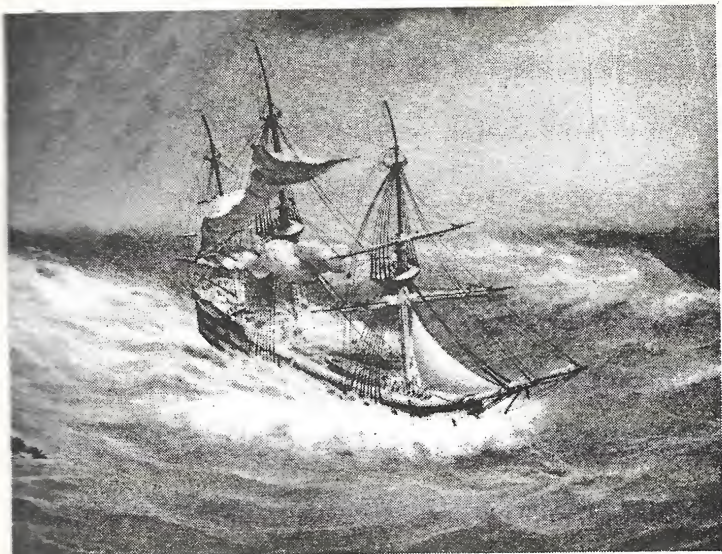
Discovery and Exploration

It was left to the Spanish navigators to explore this part of the coast. In the summer of 1791 the Spaniards, Lieutenant Francisco Eliza and Pilot Commander Don Jose Maria Narvaez, in their cockleshell sailing ship, the "Santa Saturnina" came up the coast as far as Cape Lazo which they named "Punta de la Lazo de Vega." "Lazo" meaning a snare and "Vega" an open plain in Spanish. The appearance of this peninsula reminding them of a type of animal trap. They do not appear to have explored around Comox or noted the island of Hornby.

The following year (1792) Commander Dionisio Alcala Galiano and Cayetano Valdez did some exploring of these parts in their corvettes "Sutil" and "Mexicana." In an early map compiled from their observations along with those of Captain Vancouver and others, it appears that Denman was not an island at that time, being joined to Comox. This is borne out by stories of early Indians running across where the Spit now is. Note that the passageway between Denman and the Vancouver Island coast is named Valdez Inlet. However it is possible the observations were not accurate since Hornby is not shown at all and it must certainly have been there. A dot on the map marked Llerena Island may be Yellow Rock or a misplaced Hornby Island!

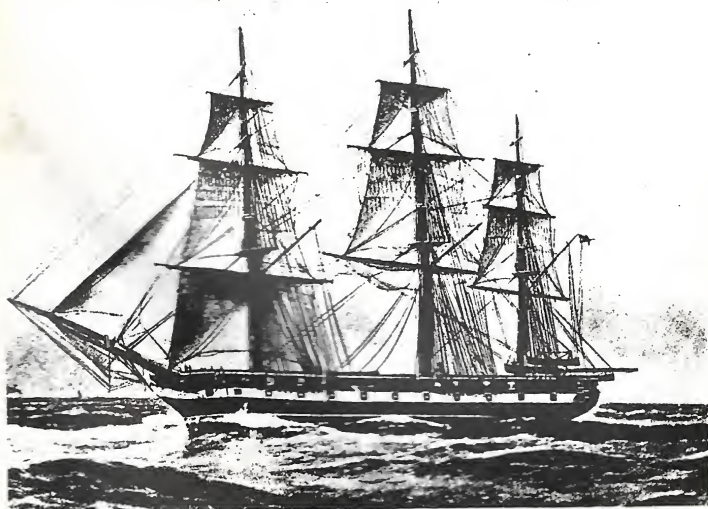
These two Spaniards continued north and joined Captain Vancouver in the vicinity of Texada Island, exploring together and naming Cape Mudge after Zachary Mudge, first lieutenant of the "Discovery." Another explorer was J. W. McKay, officer in charge of the Hudson Bay Company's new coal mining enterprise at Nanaimo, who sailed these waters in 1852. Then, in 1856, Captain George Henry Richards, R.N. (later to become Admiral Sir George H. Richards, K.C.B., F.R.S.) was appointed to the command of H.M.S. "Plumper," a steam sloop for the survey of Vancouver Island and the coasts of B.C. which he pursued with "extraordinary energy and almost severe zeal" for the next six years.

We are told that Hornby Island had been so named by officers of the Hudson's Bay Company in the year 1850. This name was later confirmed by Captain Richards on his survey of 1858. Some confusion has resulted



H.M.S. Asia, flagship of Admiral Hornby (the father). In a gale Dec. 6, 1847 from a drawing.

-Nat. Def. Photo, Maritime Museum, Victoria, B.C.



H.M.S. Tribune, commanded by Admiral Geoffrey P. Hornby. 1858 - from a drawing.

from there being two Admiral Hornbys. The one for whom the island was named was Rear-Admiral Phipps Hornby, C.B., Commander-in-Chief on the Pacific Station 1847-1851. In a letter to Mrs. Irene Walton of Hornby Island who had written making enquiry, W. M. Phipps Hornby, Commander R.N., great grandson of Admiral Hornby and presently residing at Berwick-on-Tweed, England, says, (in part) "And clearly it was my great grandfather that the Hudson's Bay officers must have had in mind when they named Hornby Island in 1850."

Admiral Hornby's flagship, "H.M.S. ASIA" had, as flag-lieutenant, Admiral Hornby's son, Geoffrey who later on also became an Admiral. There is no mention anywhere of Admiral Phipps Hornby (the father) ever having been anywhere near Hornby Island. The Admiral made his son Commander of the "Asia" the day before his twenty-fifth birthday, February 19th, 1850. From 1853 to 1858 young Hornby was on half-pay and remained on shore. During this time he married, managed his father's farm estate and also studied strategy and mathematics in his spare time. Finally, in 1858 he was appointed to the command of the "Tribune" in China. The "Tribune" was a frigate (steam) of 1570 tons, 300 horsepower, 31 guns, built at Sheerness and launched on January 14th, 1853.

Captain Hornby and his ship were then ordered to the west coast of North America on account of the dispute between the U.S. government and the British over the possession of San Juan Island. It was largely owing to the tact and forbearance of Hornby that peace prevailed and no war resulted. In an extract from a letter written by Colonel Moody to Sir John Burgoyne we read: "It is fortunate for Great Britain that Hornby of the Tribune is at San Juan. His sound good sense may avert evil. He will avert war to the last moment without in any degree imperilling the proper dignity of England etc., etc."

In his book "Martello Towers in China", Commander Francis Martin Norman describes the adventures of the Tribune among the islands. Their first project on arriving at the west coast was to procure a new mainmast for their ship. Forty miles north of Victoria they found four noble firs. One, 185 feet high, four feet, three inches in diameter, and 80 feet from the ground to the first branch, straight as an arrow, by rings at least 200 years old. Unfortunately this one proved rotten and they had to settle for one 106 feet high with a diameter of 32 inches, the longest mast of a single spar ever seen in the British Navy!

Their next mission was to convoy a party of Haida Indians back to their old home north of Cape Mudge. Five years earlier these Indians had come to Victoria on a visit, encamped and settled near the town. They had lat-



Admiral Geoffrey Thomas Phipps Hornby, commander of the "Tribune", 1858.

-National Maritime Museum, Greenwich, England

terly become such a nuisance being completely demoralized by drink that they were a menace to the community. So the "Tribune" steamed out of Victoria harbor with twenty large single log canoes (some 40 feet long) full of noisy, dirty, unruly Indians, in tow. On approaching Nanaimo a wind got up, the Indians cut their canoes adrift and went ashore declaring they would make their own way by land. The women and children were taken aboard the Tribune. Farther north Commander Norman in a pinnace went ashore to look after them, returning later to his ship.

HORNBY ISLAND DISCOVERED

"We steamed up a channel towards the narrows looking for a good anchorage. I and others being away in boats for hours winding and exploring, during which time I passed a river's mouth where geese, ducks and other wildfowl were feeding by the thousands with great clattering." (Qualicum River?) "Snowy mountain ridges rose in the background and dead silence reigned, it being broken only by the occasional hollow resonant clamor of the wings of Scoters and other ducks as they were disturbed by our boats."

"At this time we discovered and anchored in the bay subsequently known as Tribune Harbor." This place they took to be on the mainland but found out later that it was an island — Hornby Island. Later they found anchorage in a cosy "harbor in a cove" in the narrows formed by Valdez Inlet and the mainland whose shores were densely wooded right to the water line. The Hornby Island points were later named by that great "Namer", Captain Richards after members of the crew of the Tribune. Tribune Bay after the ship; Downes Point after Edward D. P. Downes, R.N.; Norman Point after Francis Martin Norman, 3rd lieutenant; Norris Rocks after John Thomas Hammond Norris, R.N. master of H.M.S. Tribune; St. John's Point after Lieutenant Frederick Edward M. St. John, Royal Marines; Dunlop Point after Hamilton Dunlop, R.N. 4th Lieutenant and Mount Geoffrey after Admiral Geoffrey Thomas Phipps Hornby himself.

On leaving for a more northerly exploration the sailors spied a fleet of large canoes, not Haida Indians but another tribe on their way to Victoria. "Captain George," a grotesque figure in a blanket, with someone's red nightcap on his head and nobody's trousers, came on board demanding rum and nether garments. "Captain," he began, familiarly tapping the Admiral on the shoulder and slapping at his own naked legs, "Me very good man, me want trouser and me like grog." This man turned out to be, not the chief but a sort of ambassador and was soon sent about his business by the interpreter, Macauley. The real chief was told he could not be allowed to proceed to Victoria so the whole tribe camped near by and

traded bear, deer, seal, ermine and martin skins. They also brought fish to the ship, one halibut weighing 57 pounds.

The "Tribune" was stationed at Esquimalt until June 1860 when she returned to her base in England. During her time on the west coast the Tribune must have paid several visits to Hornby Island. Here the sailors often disembarked, enjoyed games of polo or horseracing on steeds provided by Henry Maude, pioneer settler in the Bay. Also, at the end of the bay many old cannonballs have been found that had been used for target practice by the ship's gunners.

After returning to England Hornby served in the Mediterranean for a time, was promoted to Rear-Admiral and then accepted command of the Flying Squadron. That squadron, composed of six frigates and corvettes had been formed to provide a sea-going school for young officers and seamen. With his flagship, the frigate "Liverpool" he led his squadron right round the world, sailing from Plymouth in June 1869 and returning there November 1870.

Admiral Hornby received many honors for his naval services and was promoted Admiral of the Fleet on May 1st, 1888. He was recognized as the foremost naval officer of his day. He had published a little book, "Squadrons of Exercise" which gave full information on how to handle ships etc. He had three sons and four daughters. His second daughter, Mary Augusta Phipps (Egerton) wrote a biography of her father.



"Clam shell rock formation, Whaling Station Bay".

The Indians

Comox "Land of Plenty" was a favorite location for the permanent homes of the Coast Salish tribes of Indians and there were, at one time thousands of them living along the shores of Comox Bay down as far south as Qualicum. These tribes of Indians paid seasonal visits to other places, the islands of Denman and Hornby being the most popular. Here they hunted and fished, dug clams and procured berries.

On Hornby they had temporary camps in various places, sometimes at Whaling Station Bay, Shingle Spit, at the creek mouths and many other places. Their buildings would be very makeshift, of brush or driftwood. At Heron Rocks remains of rush mats such as they used for mattresses have been found. Their clothing, if they wore any would be made of deerskins or woven cedar bark. They also made blankets by weaving dog or goat wool or from the down of the many ducks.

For food they had the many products of the sea also roots of camas lily, bracken fern, white clover, many green leaves and, of course, seaweed. The, what you might call, earliest kind of agriculture was done by the Indian women who scuffed up the dirt and upset the weeds when gathering roots.

Most of their food came from the sea. Fish traps were made partly by the natural formation of the rocks and assisted by the Indians placing rocks at strategic points so that when the fish entered at high tide they were left trapped when the tide went out. Many years later residents used these traps to get crabs. There are the remains of fish traps near Cowie's Point and also at Phipps Point. They also used gill nets made from nettle fibre and operated between two canoes. Whales, seals and porpoises were hunted. When whales became scarce the Indians were content to get the seals and porpoises. These they got by stretching large nets made of deer sinew across the places frequented. Nothing was wasted, the fat being rendered down and stored in animal bladders or the round bulb of the sea kelp.

Waterfowl, including geese, ducks and swans were caught in a number of ways. Sometimes a net was strung out on high poles in places where the birds flew. Sometimes a concealed hunter would pull the net down at the right moment. Others had their nets on weighted frames which fell down when the birds flew in. Another way was to attract them with flares or

other lights into the brush where they were speedily killed. Deer were sometimes caught in traps or snares. Other times they would have a deer drive when the Indians and their dogs would get behind a flock of deer and, with screams and shouts drive them over a bluff into the sea. They would then go in and club numbers of them.

Petroglyphs or Indian writings can be found in many places on Hornby. Many of these are being obliterated by the action of the sea and some are covered by the gravel. There are some still to be seen at Whaling Station Bay, the rocks at Seabreeze, at Ford's Cove and at some of the creek mouths. They are of Indians, fish, deer, birds and suns. It is thought they were messages or records made by the Indians for other tribes or groups. Other schools of thought believe they pre-date the Indians and were made by an early tribe of Viking origin, runic figures having been found. The drawings at Seabreeze on Hornby look like two fighting cocks and some of the figures look like runic letters. It is well known that the Spaniards used to keep game cocks on their ships to afford them sport in their leisure hours. However we shall probably never know who made them.

When the winter weather came the Indians would return to Comox or their other winter homes.



"Rocks at Tribune Bay".

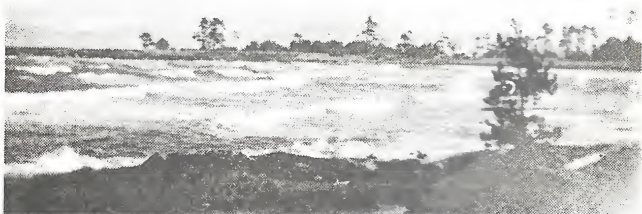
The Whalers

WHALING STATION BAY

Big whales were a common sight in the waters near Hornby Island from the early days up to about 1920. No living resident remembers the Station being in operation but, the name of the bay, rotted remains of old pilings from the wharf used by the whalers and stories handed down by the oldtimers are enough evidence. Whalebones have often been found on the beaches at Whalebone Point on Denman Island and Whaling Station Bay on Hornby. Whaling began on the Pacific coast about 1840 according to the Whaler's Journal published in Victoria. At first San Francisco was the main base of operations, later on smaller stations were begun in B.C. waters.

The first of these small whaling stations was on Cortes Island at what we now know as Whaletown. The company was Dawson Whaling Co. They began operations in 1869-1870 and their group included several San Francisco men, one of whom was Captain Abel Douglas who was master of the schooner "Kate." This ship had an adventurous life. On August 18th, 1869 she ran on a reef off Mary's Island during a southeast gale. She was pulled off, repaired and working again when a whale came up under the bow of the boat spilling the hunters into the sea. The ship was recovered, worked around Hornby for a time and was later sold by auction.

By January, 1871, this company was known as Dawson and Douglas Whaling Co. In May, 1871, the name was changed to B.C. Whaling Co. and operated for that season in the Gulf of Georgia waters. In 1872 the company went into liquidation and the entire plant and effects of the company including the schooner, "Kate," a pre-emption claim on Hornby Island of 100 acres with well-built wharf, frame building 24 by 30, cooper's shop, sheds etc. were sold at auction.



The surf at Whaling Station Bay.



George Ford, one of the two original settlers on Hornby



Henry P. Bennett, pioneer of 1890.

The Pioneers

The first Hornby Island settlers were two friends, Henry Horatio Maude and George Ford. They were both natives of Devonshire, England and, along with a number of other men looking for wealth and adventure in new lands, boarded the Royal Mail Steam Packet "Shannon" at Southampton in May, 1862. The R.M.S.P. Shannon was the last Transatlantic paddle steamer of iron having a figurehead. Among their companions were Reginald Carwithin, Harry Blaksly, John Bailey, Reg Pidcock and Adam McKelvie. These men with a few others were dubbed "The Twelve Apostles" on board ship. They reached Victoria from which point the settlers took ship to Nanaimo and some later went to Comox. Here the Indians took them ashore in canoes. All except one, Harry Blaksly, remained to take up land in the Comox Valley.

Maude and Ford pre-empted land on both sides of the Puntledge River. George Ford went north for a time and was a factor for the Hudson's Bay Company for a while at Rupert's House. He later returned to Comox. A late June frost ruined their potato crops and both Maud and Ford left the Valley to settle on Hornby Island, no doubt attracted by the milder climate. Henry Maude pre-empted land at Tribune Bay, George Ford on the south side of what we now call Ford's Cove. These two friends planned to gradually increase their holdings until they owned the whole of the island between them.

In his letters to his friend, Harry Blaksly, who had returned to England, Reg Carwithin wrote (in part) March 1, 1881, "You remember Maude, he is still on Hornby Island and Ford also; they have a lot of sheep; there are only three other men there but on Denman, which is still nearer, there are a good many settlers . . ." In 1887, "Maude still resides on lovely Hornby Island with Ford, his neighbour; in politics or any other public concern they take opposite sides; the latter has quite a family . . ." In 1890, "Poor Maude, his (Ford's) neighbour has gone leaving his island home to his nephew, but he is not allowed to sell."

Even after others came in, Maude and Ford kept adding to their holdings. Up until 1885, three years before his death, Maude was increasing his acreage. About that time he must have become ill and gone to Victoria, for we read in the Daily Colonist of May 15th 1888 in the obituary column:

"Maude. In this city on the 31st inst. Henry Horatio Maude, late of Hornby Island, aged 55 years. The funeral will take place on Wednesday at

4 o'clock from St. Joseph's Hospital and at 4:15 p.m. from Christ Church Cathedral."

He must have been buried in the little cemetery now called Pioneer Park but we could find no stone with his name on it.

By this time others had been attracted to this balmy island and Maude and Ford could not realize their dreams. The Ford holdings at one time were about 1300 acres and Maude had almost as much at Tribune Bay. Both these men married Indian wives. Maude had no family but the Fords had nine children. The Ford property gradually became divided up among the children. Maude's land was left to a nephew, D. L. Herbert.

Mr. Ford himself did not enjoy very good health. He took several trips to Hawaii and, in 1889 went to England and brought back with him his widowed sister, Mrs. Green and her daughter Annie. Mrs. Green later married Jack Howe and lived on Hornby the rest of her life. The daughter who had been a teacher in England and taught for two years at Port Alberni, married David Pickles of Denman Island. Her two surviving sons Arthur and Ernest and a daughter Maude (Mrs. J. McGee) live on Denman Island. Another daughter Bessie (Mrs. P.J. Doheny) lives in Victoria.

Of the Ford children, Maria married James Coburn; Martha married James Strachan and Elizabeth married John La Forest. There were four sons, John, Thomas, William and Joe and one other daughter Louisa. The Ford's first home was a log cabin, later replaced by a large house. The plans for this house won a prize at the Chicago Fair of 1893 for the best farmhouse in the west.

JAMES STRACHAN — James Strachan came from Aberdeen, Scotland in 1880. He came to Hornby Island and there married Martha Ford and settled on the Marsh Farm which was part of the original Ford property. They had a family of five boys and four girls. One little girl, Jean, died when two years old, John was drowned at Ford's Cove in 1928 when 17 years old and Enid (Carney) was killed in a car accident in 1962.

Mrs. Martha Strachan and her husband Jim tended Yellow Rock Lighthouse for a time in 1905 but they found it too confining and returned to their farm. The Marsh Farm was one of the most productive on Hornby. They grew potatoes and other vegetables and shipped them out by C.P.R. boat and also their own gasboat. They also had dairy cattle and shipped cream to Vancouver and later to Comox Creamery. They raised pigs and fed them skim milk and vegetables from the farm. Later they kept beef cattle. The youngest son, Harvey took over the farm when he came home from the army in 1945. Mr. and Mrs. Strachan lived in the log house until it burned down in 1954 and with it went a valuable diary kept by Mrs. Strachan.

Mr. Strachan died in March, 1956, aged 90. Mrs. Strachan then made her home with her daughter Jessie (Mrs. French) until she died in 1967 at the age 89.

ELIZABETH FORD — Elizabeth Ford married Jack La Forest, a blacksmith by trade. He was an expert at putting on racing plates and was employed for years at Brighthouse Park near Steveston. J. Coburn worked with him. The family came back to live on Hornby and Jack had a blacksmith shop on Denman and also in Courtenay. He was a heavy drinker and when they were at Courtenay he disappeared. His clothes, canoe and paddles were found on the river bank and it was said that he had drowned. However he seems to have turned up years later in the Yukon.

The La Forest children went to school on Hornby. Fred La Forest drove his sister and younger brothers to school in horse and buggy. The older La Forest boy, George stayed with his uncle and aunt, Mr. and Mrs. Strachan at the Marsh farm and drove Jessie and Walter to school.

JAMES COBURN — James Coburn came to Port Moody in the early days. He worked there and at Hastings and then came to Comox. With him were his two brothers and two sisters. One sister, Mrs. Gartley along with her husband came to Royston district and settled at Gartley's Point. Jim Coburn worked for Grieves, then in the mill at Cumberland for Grant and Mounce for quite a few years. He married Maria Ford. They lived on Texada Island and later in Vancouver. In 1914 they returned to Hornby and took up land. Two sons attended school on Hornby. The oldest girl, Theresa, was born when they lived on Denman. The James Coburns spent the remainder of their lives on their Hornby Island place. They are buried in the Ford Private Cemetery at Goose Spit.

GEORGE COBURN — George Coburn and his family came back to live on Hornby in 1940 from Bowser. They settled on the Creek property, once part of the Ford Estate. They had a family of three boys and two girls. George was a commercial fisherman and fished around Hornby when his family was growing up. He built small "putter" boats during the '40s and '50s, which were excellent for fishing. Their children all went to school on the island. The Coburns now live at Deep Bay and George has a larger boat and goes north each year to fish. The family are all settled on Vancouver Island.

JOE FORD — Joe was younger than his brothers and sisters and was a very quiet man. He served in the Canadian army in World War I, then bought 20A in the Strachan Valley. He grew excellent berries such as raspberries, currants, gooseberries and strawberries. He died in January 1956 in the Military Hospital at Victoria, leaving his property to his niece Jessie Strachan.



James Coburn, one of Hornby's pioneers. He married Maria Ford.



Mrs James Coburn, (Maria Ford), daughter of George Ford, first settler.



(Left to right) - Mrs. Tom Smith, J.H. Bennett, Mrs. Damon.

THE SCOTT FAMILY — Mr. and Mrs. John Scott were married in Ontario, pre-empted land there, cleared it, and raised seven children. They were very hard workers and after selling their property in Ontario the family made their way to Hornby Island via San Francisco. This was in the late 1870s. One son, Caesar Silas, was born in Wash., U.S.A. and a daughter, Celia Samantha, after they had settled on Hornby. The seven sons became expert woodsmen and hunters. Jack, the second son, was a very successful logger. All the sons were expert boatmen and thought little of rowing north in their home-built boats to points as far away as Rivers Inlet or Alert Bay. They fished for halibut at times and for sharks and dogfish for the livers which were rendered into oil and much in demand. Another source of income was game. Before the regulations came into effect about 1910 the Scotts and other residents shot blue grouse and deer and sold them to the butchers in Nanaimo and Union Bay. They received 25 cents for a grouse and \$5 for a deer carcass. One old-timer named John Wilson had 35 deer skins pegged out at one time. The skins brought \$1 each.

During all the time the Scotts farmed they broke in and used oxen for all purposes. When Jack Scott's team of oxen known as "The Lion and the Lamb" was sold for use in logging, the old man broke in another yoke for himself and a single ox for his neighbour, Bob Solan. They farmed mostly sheep and cattle. Two sons, Jack and Washington, owned and lived on land on Denman Island. Washington married the niece of the famous chocolate maker in Victoria, Mr. Rogers, whose chocolates were, and still are, in great demand in Victoria, Vancouver and Seattle. For many years Washington carried the mail from Denman to Hornby, first by dugout canoe then a rowboat across Lambert Channel. It was very rarely the mail was delayed. It took a full gale to stop him.

Another brother, Fred, was of an inventive turn of mind. He was the inventor of a number of items, among them a coupling for railway cars and a gunshot. He later went to Chicago where some of his inventions were patented. Two sons, Alphonso and Caesar, although living with their parents, owned and cleared land on property they had pre-empted on the north shore. A rough road led into these places. Both properties were heavily timbered and were logged off by the year 1912. About a mile to the north-west the oldest son, Robert, had a small piece of land with a barn, cabin and snake fences. Bob drove a yoke of oxen and lived a bachelor's life there for the last 30 years of his life. His crowning achievement was that of being elected mail-courier when the mail came from Denman to Phipps Point. He delivered the mail by horse and buggy to wherever the post-master lived.



Mr. William Day, an early settler and oldtime logger on Hornby Island. Now in his 102nd year, he resides at Willow Point with his daughter, Ella Plester.
-Brian Kyle photo

Alphonso Scott took up land on the north-east side of the island and lived there until the 1940s when he moved to Vancouver Island. He is the only surviving member of the family and makes his home at Deep Bay. He is 89 years old.

Caesar Scott farmed on nearby land. Later he and his wife opened the first tourist resort on the island, called "Seabreeze". This resort is still active and is run by Bill and Evelyn Fowler now. Caesar was married three times. He and his first wife had a daughter, Othoa, who was unfortunately crippled when she fell from a wagon as a child. There were two sons by his second marriage. Caesar lived his last years at Courtenay with his third wife.

Ellis (Kelly) Scott, whose portrait was painted by artist Charles Scott, when he was visiting here, lived on the island until the 50s. He lived in a cottage on his brother Phonso's place and worked for local farmers. He also spent his last years at Courtenay and died in the Fort Hospital.

ROBERT SOLAN — Robert Solan arrived on Hornby about 1880. He had been a railway engineer. He lived a lonely life on his farm near Grassy Point on the north shore. At one time he advertised for a wife. A woman in Chicago wrote and after hearing from him how many acres of land and how many sheep he had she agreed to marry. He went back to Chicago, married her and brought her back to the island. It is said she weighed about 300 lbs. and on arriving on the island the two of them could not sit in the buggy seat so he had to walk beside it and lead the horse.

When Bob got older he hired Bill Day to do his ploughing and he would walk beside the plough and gossip. He once told Bill he was putting his land up for sale in Victoria. "Dang fool if you do," said Bill, "don't you know there's coal under this land?"

So, one day Bill took a sack of coal, dumped it into his wagon and dirtied it up a bit. When he came in Solan said: "Where've you been Bill, you're late?" "Take a look in the wagon," said Bill. "Where'd you get it?" asked Bob. Bill wouldn't tell him but said: "Not far from here." Bob tried to find out where he got the coal but couldn't. Next day Solan went to Victoria to change his listing from \$6,000 to \$26,000.

At one time he persuaded his brother Mike and family to join him on the farm. This was in 1906. They lived with him for a time but the house burned down and the Mike Solans went into a house owned by Taylor Mills Co. on sec. 14. They had six of a family who all went to school on Hornby. After about four years they moved back to Nanaimo. Two of the family are living; son, Bob, in Los Angeles, and daughter, Nora, in Seattle.

WILLIAM DAY — Bill Day left Prince Edward Island in 1898 and went to Maine, U.S.A. for a time. Then, in 1902 he came west, working for a time at Revelstoke and later at Vancouver where he was logging on the Sechelt Peninsula. He came to Hornby in 1906 to log with Jack Scott. About that time Miss Lizzie McCrone and her adopted daughter, Maggie, came out from England to live on a small place at Tribune Bay. The girl, Maggie, became Mrs. Wm. Day and Miss McCrone lived near them for the rest of her life.

Bill Day got his land on a pre-emption. Grants required the settlers to clear and prove on a certain amount of land each year for three years. A very small rate was charged for the land at this time, just one dollar an acre.

Crown grant to his land was issued to Bill Day on March 15th, 1921, and this was registered in 1928. This was the N.E. $\frac{1}{4}$ sec. 10 which he later sold to a man named Sheldrake. Bill had several brothers. One brother, Jabez, of Courtenay, a former logger, died on April 15th, 1969, at Comox hospital. Another brother, Jack, lives in Seattle. His brother, Jim, lived on Hornby for a time. Once, when ill in the night Mrs. Day got up and took some pills. She discovered that she had taken some kind of disinfectant instead of medicine. They immediately set out for Comox hospital and all the way across she ate lard, which, having been a nurse, she knew was the best thing to do. The doctor said that that was what saved her life.

Jim Day spent the last year of his life with Bill and his daughter Ella in Duncan and died April, 1959, at the age of 88.

Bill Day is now living with his daughter Ella (Mrs. Charles Plester) at Willow Point. He is in excellent health, has a remarkable memory and will be 96 on October 25th this year.

WILLIAM SUTTON — William Sutton and his family came out from England in 1886 when the little girl, Caroline, was nine years old. Mr. Sutton worked in the mines in Pennsylvania and later in the Nanaimo mines. They had a very large family but some of them died in England when very young. Mr. Sutton had to leave the mines on account of his health and the family came to Hornby Island. They bought the old Solan place where their surviving children lived to grow up. There were three girls and five boys. George Sutton, the oldest boy bought the Hornby farm for his parents. Two of the boys, Fred and Sam, worked in the Cumberland mines. They were both hurt in a mining disaster and their mother, who had had some nurses' training went over to care for them and for some of the other men who had also been injured. Caroline Sutton went to school on Hornby in 1892 along with members of the Scott and Ford families. She later married George McFarlan of Denman Island and raised a large family there. Members of her family all still living are: May (Mrs. E. McKay) at Buckley Bay, Elsie (Mrs. E. Watson) Denman Island. Fred at Union Bay, Ned at Victoria, Jim at Nanaimo and Florence (Mrs. D. Emerton) in Vancouver.

George Sutton moved to Vancouver where he was a carpenter and builder. He lived at Cedar Cottage for years. The youngest son, Albert, married a Heatherbell girl and they went to live in New Zealand. The older Sutton died in 1900 and was buried in the cemetery behind the school. The family then left the island.

DOUGLAS L. HERBERT — Douglas Herbert was a nephew of Henry Maude, the original settler. He was left the Hornby Island property by his uncle. He came to Hornby in 1902, farmed for a short time and then sold out to Captain R.C. Damon (of the Bengal Lancers). He owned two

properties, one at Tribune Bay and the other at the Spit.

WILLIAM AND GEORGE HEATHERBELL — The Heatherbells came to the island about 1892, lived on the property at Phipps Point in a small cabin until they built the barn and house. George Heatherbell married Eddie Graham's (of Denman Island) oldest sister. They had three or four children who all went to school on the island. Mrs. George Heatherbell died of appendicitis while being hurried to hospital by boat. William Heatherbell was a bricklayer. Mrs. Wm. Heatherbell was drowned in the Point Ellice Bridge disaster in Victoria. Wm. Heatherbell sold his place to Henry Bennett, George sold to Tom Smith in 1902.

HENRY BENNETT — J.H. Bennett came to the island in 1890. He was a cabinet maker and did a good deal of work for his neighbours. In 1901 he bought property of Wm. Heatherbell. He built a house, farmed, raising both sheep and cattle. In 1908 he sold his property to a man named Reid who, in turn sold to C. H. Beall. Charles H. Beall came from England after World War I about 1918. He sent back to England for a hired man, Alfred Louvet, who ran the farm for him. They had the land all cleared and really producing as Alfred was an excellent farmer. They had the best dairy herd on the island for many years and always had good fruit and vegetables for sale. They also grew tomatoes of very fine quality. Mrs. Beall was very active in community affairs. She was one of the organizers of the Women's Institute here.

The Bennett family returned to Hornby in 1940. Grandsons Leslie and Gordon Bennett bought the property originally owned by their grandfather. Leslie had a chicken ranch and Gordon just a retirement home. Gordon died in 1967 and his son, John now owns the property.

MIKE WATTS — Mike Watts pre-empted sec. 15 in 1890. He lived there and built a log house and cleared some land. A year or two later he sold out to a man named Bill Smith. Smith built a larger house and raised a family of two girls and four boys. He cleared some land and kept a few cows, sheep, etc. He was a man inclined to grumble and was nicknamed "Weepy Smith". He gave 10 acres of his property to Bill Kavanen who married his step-daughter. Bill Davanen, a Finlander, was a logger and married Maggie Smith, a full-blooded Indian, being her mother's daughter before the mother was Mrs. Smith. Their wedding was long remembered as the whole logging camp attended and it was so well celebrated that no one showed up for work for two days after it. The Kavanens raised a large family who all attended school on the island. In 1918 he sold his land to J. Cleasby and moved to Vancouver to live. Shortly after this his wife died of the "flu".

JOHN CLEASBY — John Cleasby was born in Lancashire, England and came out to Canada in 1910. He worked in Esquimalt Navy Yard shops as an engineer for several years. In 1918 he bought the place from Kavanen and in 1920 came to live there with his wife and daughter Beryl. He tells us that money was scarce and he went commercial fishing, first with a rowboat, and later on he got a gas boat. At that time the breakwater at Ford's Cove was built. There was a cannery and also a dogfish plant at Deep Bay. About this time he sold his boat and retired. One of his hobbies was bee-keeping. He has recently sold his property on Hornby but is still living on the place. His future plans are indefinite.

MAJOR JAMES OSWALD LUCAS came to Hornby about the same time as Ed Grant. He had been a rich man but his money had all gone in gambling and race horses. He stayed in an old cabin of Walter Gordon's. At one time he was Returning Officer and also secretary of the Farmers' Institute. His one claim to fame is that he once ate three Christmas dinners in one day. One at Bealls, another at Arthur's and a third at Anderson's.

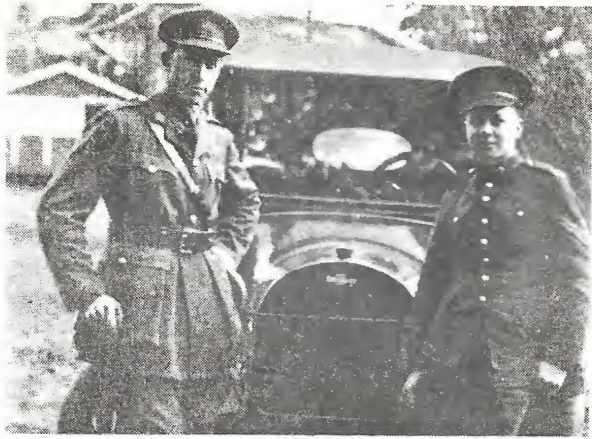
JOHN SKINNER — John Skinner was the man who homesteaded the land behind the school down to the beach. This land was later logged off by Swan, Knobbs and Cessford. When Skinner died he left the place to a sister, a Mrs. Lowe of Nanaimo. There are still a few old fruit trees and tumbledown buildings on the place.

About the same time (1900) Mr. and Mrs. Wheeler bought the place next to Tom Smith. They had a small boat which they used mostly for fishing, for getting their mail from the P.O. at Ford's Cove and for pleasure. They sold to some people called Harley in 1914.

MR. AND MRS. P. HARLEY came to work for Reid's. He worked as hired man and she as a housekeeper. They had a son, Pat, who went to school here. Mr. Harley joined up and went overseas in World War I. Mrs. Harley and her son moved to Vancouver shortly after he left.

MR. AND MRS. J. SEARIGHT came here about 1900 also. They owned the place that now belongs to Carl Martini. Both of them were Irish. The old house was where the present orchard is. He grew some of the best potatoes on the island and also did general farming. They had no family. The original house burned down in 1914. Mr. Searight had died some time before this and his wife then left the island. The place was logged off by Jack Scott and Howard McFarlan in 1913-1914. The next owner was George Howe who later sold to Ernie Harwood.

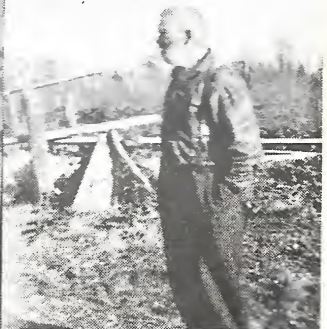
WALLACE W. PEEVEY — Little is known about this man except that he owned property (120A) on the north end of Hornby in 1884.



(Left) Jim Manning. (Right), Albert Emsley. World War I.



(Left to Right) Miss Harwood, Miss McCrone, Mrs. Harwood, Mrs. Jack Howe (child is Ella Day).



Ellis (Kelly) Scott, an oldtimer.

DAVID MURRAY owned 176A at Tribune Bay and 76A of Sec. 16 where he at one time had a quarry.

CAPTAIN AND MRS. R.C. DAMON owned farming property at Tribune Bay. They undertook to teach farming to a number of British lads among whom were J. Manning and Albert Emsley. Damons bought the land in 1904.

JAMES MANNING AND ALBERT EMSLEY both bought land on the island and lived here for some time. J. Manning married A. Emsley's sister. They are now living in Vancouver.



"City of Nanaimo" coal burner at Hornby Wharf.



An early Hornby ferry run by Savoie.

Early Life on the Island

Transportation

Early transportation was on foot, on horseback or by dugout canoe or rowboat. Some prodigious feats were performed by these early settlers especially in times of emergency. Jack Howe, in 1889, bought a rowboat in Port Moody when he arrived there on one of the early trains, then rowed it to Union Bay, there to meet his cousin George Howe as arranged. His cousin George himself had a steam launch in which he used to travel to Hornby to butcher some of his cattle as he needed them. Probably the very earliest settlers viz: Henry Maude and George Ford would travel by horseback through a trail which they had hewn out between Tribune Bay and Ford's Cove. At the time, Ed. Swanson, caretaker at the Howe Farm was taken ill, Caesar Scott, then a young man of 19, elected to fetch a doctor. He rowed from the farm six miles to Denman, walked three miles to the other side, borrowed a boat and rowed it to Union Bay (five miles). He got Dr. Millard to come to Union Bay from Cumberland and made the return journey with the doctor, landing him at Phipps Point and walking the four-and-a-half miles back to the Howe farm. It was a tremendous feat for both of them, and unfortunately of no use as Swanson subsequently died.

School children walked, rose horseback, followed deer trails, drove in horse and buggy or even rowed boats to attend schools at various points. Bob Solan found his ox to be a faster walker than his horse and used him in a two-wheeled sulky. This ox was the fastest animal on the island, trotting like a pacer and able to pass anything on the road.

The early roads were nothing but a trail. Some of these trails were later developed into roads. Road work was done by contract settlers trading work and payment was in sheep or cattle. In the years 1920-1930 there was great improvement in the roads, they were widened and made to accommodate the increasing number of cars. The first main road was from Ford's Cove to the school; then from the Spit to Phipps Point. At one time a road was built over the top bench of the mountain to Ford's Cove. This was little used and then abandoned. The road to St. John's Point was put through in 1912. In 1915 the road from Shingle Spit to Ford's Cove was opened. This road is now being closed as it is impassable in winter and the upkeep is too costly. Hewn bridges were put in at first to be replaced later by fills.

The first wharf was at Ford's Cove and was built by the Fords of hewn timber. It was for their own use. Later it was relocated to a more sheltered position and they were paid by the government for the work. The boats all called there. There was also a wharf at Shingle Spit which caused some confusion, as the settlers never knew which wharf the boats would call at. This wharf was later abandoned. A landing for small boats was built by the government at Phipps Point in 1921.

In 1880 Dunsmuir who owned and operated the mines at Cumberland and Nanaimo put on a boat which gave them a market for their produce. The Union Steamships started calling also and serviced the islands well until the E & N railroad went in on Vancouver Island in 1914. The boat service was cut to once a week in 1920. In the 1930's the resorts started and the C.P.R. put on a service twice weekly, Wednesdays and Sundays, in the summer months. This continued until 1950 when the C.P.R. discontinued the service entirely.

In 1923 a gas-powered boat built by the Savoies and named "Lipgigg" had a scheduled run to Comox twice a week. Then, in 1929, a large diesel unit named the "Water Lily" took over the schedule. In 1931 Captain Leon Savoie's son Albert took over the boat. Between 1940 and 1951 there were four more boats, "Hornby I, II and IV". Then, in 1954 the Hornby V made regular trips to Gravelly Bay on Denman Island. This was a two-car ferry. In 1962 a six-car ferry "Lorraine S II" was put into service. These last two ferries were run by the Savoies under a government subsidy and the last one is still in operation. The Savoie family have run ferries for Hornby Island for 45 years.

Farming

The very earliest farming on Hornby Island was undertaken by Maude and Ford, the first settlers. They brought with them some sheep and found the pasture and surroundings very good. They later branched out into vegetable gardens, fruit trees, etc. Some old gnarled fruit trees, pears, apples etc. near Tribune Bay are on the remains of the old Maude farm.

Around 1902 Hornby Island was quite a thriving farming community. There were about five large farms and many smaller ones all producing something. There was good stock on the island and many purebred Jerseys, Red Pole and Aberdeen cattle were brought in. Pure bred sheep were introduced and many pigs raised. All farms had producing orchards. Chief products were: beef, lamb, hides, wool, pigs, potatoes, cream, butter, hay, oats, wheat, many field seeds, tomatoes, truck gardening and also fish and oysters.

The chief market was Nanaimo as the only direct communication was

the C.P.R. steamer — such boats as the "City of Nanaimo," the "Charmer," "Joan" and later on the "Princess Mary." The Union steamship "Cowichan" also called and the market changed to Vancouver and Courtenay. On the coming of the E & N railway the two boat services soon diminished and finally ceased. Then Mr. Leon Savoie ran a boat to Courtenay carrying produce and passengers. Ferry service was finally put into operation.

Hornby was noted for getting field tomatoes on the market before any other coastal spot. This crop ceased when prices got down to \$6 per ton. At the present time there are few active farmers. These farms go in for mainly beef cattle and sheep.

In the B.C. Department of Agriculture Annual Report of 1903 there is an interesting report on Hornby Island by Mr. George Heatherbell one of the earliest farmers. It says in part, "General description — The island has a mountain 1070 feet high from the centre, approaching, near the side, at south and south-west to an abrupt cliff. All, or nearly all, soils below the mountain are good. Cumberland nearest market, Nanaimo next. Steamboat service (City of Nanaimo). Roads are fairly good. School. Plenty deer, blue grouse and salmon in Lambert Channel. Population about 50 souls. Southwest beach is a noted place for marine fossils. The ranchers number about a dozen and the area of cultivated land is about 400 acres.

"Apples — The following are successfully grown: Yellow Transparent, Astrachan, Duchess of Oldenburg, Wealthy, Gravenstein, Swaar, Baldwin, Pewaukee, Spy. Not very good crops in 1901; abundant in 1902. Cold, late spring. I should say about 2000 trees on the island.

Farmers' Institutes— Unfortunately our community is too small to take advantage of the benefits of an Institute. The two islands Denman and Hornby could do so if they got together and were unanimous.

Lands — No Government land. Improved farms can be bought for from \$10 to \$50 an acre."

The Farmers' Institute was organized in 1920 to help the then thriving community. It was also responsible for getting the Agricultural Dept. to send literature and speakers to meet with the farmers. Result was better sheep, cattle and farm produce being raised on the island. The first president of the Farmers' Institute was C.H. Beall; first secretary, Peter Acton. In the years from 1918 to 1935 a large part of the community was engaged in dairying, sheep raising and general farming. Through the years produce was shipped by various boat services to Cumberland, Nanaimo, Courtenay, Powell River and Vancouver. Today beef cattle and sheep have taken the place of dairying. The Farmers' Institute closed in the 1950s.



Picnic at Whaling Station Bay, 1923 - Back row: Jackson Arthurs, Bill Arthurs, Walter Strachan, Reme Savoie, unknown, Mrs. Slade, Mrs. Savoie, Mrs. Ostby, Mrs. Scott, Caesar Scott, Ella Day, Sid Slade, Mrs. Pete Robinson. Row 2: Ada Slade, Albert Savoie, Helen Savoie, Ellen Laine, Josephine Savoie, Enid Strachan, Eleanor Laine. Row 3: Orthoa Scott, Jennie Laine, Irene Ostby. Children in front row: Tovia Laine, Eric Robertson, Sydney Scott, Leo Savoie, unknown.



Jack Scott logging with oxen in the early days.



Group at Slade's in 1925 - (Left to Right) Mrs. Slade, Mr. Slade, Marvin Hill, Mabel Slade, Sid Slade, Edie Scott, Caesar Scott, Ada Slade, Bill Arthurs, Vic Berkenstock.

THE WOMEN'S INSTITUTE— The Women's Institute was started in 1920. Mrs. C.H. Beall, Mrs. J. Cleasby and Mrs. P. Acton were the three who called the first meeting. Mrs. Beall was appointed president and Mrs. Acton secretary-treasurer. Some of the early members were: Mrs. Slade, Sr., Mrs. Arthurs, Sr., Mrs. Bill Day, Mrs. L. Savoie, Mrs. P. Robinson, Miss McCrone and Mrs. J. Harwood. The W.I. helped to raise money for the Community Hall, school library, school improvements, sports equipment and also helped to organize the annual Sports Day. They assisted community improvements such as the local cemetery, roads, telephone service, gas boat service in 1950 and the bringing of power to the island in 1957. In the early years they campaigned for a hospital for crippled children resulting in the founding of the Queen Alexandria Solarium at Duncan. The first patient being little Othoa Scott whose plight had begun the idea. Othoa, the daughter of Mr. and Mrs. Caesar Scott had injured her back in a fall when she was two years old and was seriously crippled. She spent a number of years at the Solarium and became much improved. She later acted as a secretary at the Institution, is now married and has a family.

The fund "Othoa Scott Fund" raised a great deal of money for the Solarium and was sponsored by all the W.I. of B.C.

Logging and Fishing

The earliest logging we hear of on Hornby was when the Ford boys cut cord wood on their property and hauled it with oxen to the old Ford wharf where it was loaded on the steam boats for fuel. This was carried on until 1885.

About the year 1895 a sailing ship anchored in Lambert Channel near Phipps Point and there loaded railway ties which had been cut on the lower reaches of Hornby Mountain, about $\frac{1}{4}$ mile in from Bill Smith's (Arthurs) corner. A crew of men had arrived a good while before the ship. The ties had been cut, brought to a steep falloff and then thrown down to the base of the cliff. From there they were loaded on the ship.

In those early days lumber had to be imported from Nanaimo or other points. We read that George Heatherbell and George Ford had a schooner and took turns going to Nanaimo for supplies. They also fetched a scowload of lumber from Hastings Mill, Vancouver, when it went broke. Several houses were built with this lumber, among them were Ford's, Jack Howe's, Heatherbell's and Bennett's. The lumber was mostly drop siding. Mr. Bennett was a cabinetmaker and was commissioned to build a house for Heatherbell, receiving enough lumber for his own house in return.

Jack Howe worked in the Comox Logging camps in the 1880s. He related how he saw a "raker" evolve. These are now common on all



The Parnell Farm from the hillside, showing Norris Rocks, Denman Island with Yellow Rock and its lighthouse. Vancouver Island in the distance.

-John Richards Photo

crosscut saws, but the early saws had no rakers and the sawdust was a bother to them, especially when cutting big logs. He recalled one man deciding it would help if he knocked out a cutting tooth here and there along the saw. This he did and it was a success, the knocked over tooth pulling out the sawdust as the raker does today.

The first logging camp of any size was on the Scott place. Jack, the second son, became a successful logger. At first he used a string of ten oxen to bring out the logs.

Jack was joined by Bill Day in 1906 and they worked mostly at the north end of the island. Once, when Bill Kavanen was a faller for Jack Scott a tree fell on a team of oxen killing them. Quite a loss for those days. In the early 1900s, J. Scott drove three yoke of oxen through the city of Nanaimo, the last to be driven through the town.

In those days you could get a scaler for your logs but it was not compulsory. At first no stamp was required either but later on South & McDonald used one. It was in the shape of a bell with an "S" in the centre. By 1914 a stamp was compulsory.

Other companies who logged on Hornby were: Wm. Baikie, Howard McFarlan and Wm. Day; Squamish (Yapp) Logging (1914); H. McFarlan and E. Graham; J. Swan, F. Knobbs and J. Cessford, (1918); a Japanese Co. from Royston; Wright, Graham & Scott; Union Logging (E. Graham, J. Dalziel and W. Wright); North Shore Loggers; Carney & Larsen and other

local loggers. The first compensation was in 1912. The years from 1939 to 1950 were busy ones when a great deal of logging was done on the island. Most of the timber has been taken off except some pulpwood and small timber.

MILLS — Over the years there have been six different mills here. At the present time there is only one which is operated by Sid Slade. Other mill operators were: George DePape, Dalziel & Arthurs, Dave Grey, Bond Bros. and K. Stonehouse. The lumber was mostly fir, cedar and balsam.

The first fishermen around Hornby were the Indians. Fishing was good then and clams and other seafood abounded. The Indians used all sorts of methods to catch fish, from spearing them, trolling and even trapping them in rock traps.

Later the settlers used rowboats for their trolling and spent days and days rowing around the island. Later on "kickers" were used to save rowing and then they progressed to larger boats with larger engines. Seine boats with large nets and many poles are the modern way. However, the fish are not nearly as numerous as they were in those early days. At one time the fishermen got only ten cents a fish. Now they get anywhere from 35 cents to 65 cents a pound. At that time the fishermen had to go to Deep Bay to sell their fish, but soon a "packer" or fishbuyer came around to Ford's Cove. Up until 1960 the Packer would buy dogfish livers.

Commercial fishing started here in 1915-16. The first cannery was at False Bay, Lasqueti Island but, in 1920 it was moved to Deep Bay and owned by a man named Groole. This cannery was finally operated by B.C. Packers until it was destroyed by fire in 1937.

Schools, Churches and Cemeteries

SCHOOLS — The first children on the island were the Ford family. The older boys went to Denman for a time and were taught by a Mr. McCutcheon. They used to row across to Denman where Mee's is now, walk to the teacher's home (at Dalziel's). Here they stayed in a small shack until the weekend, when they returned home. When a regular school was built on Denman the Ford girls, Maria and Elizabeth attended for a short time. At this time Sandy and Minnie Swan and Alex Piercy were at school. The girls stayed at Swan's through the week. After that they went away to St. Ann's at Ladysmith.

Finally a school was built at Shingle Spit on Hornby and all went to school there. Hornby Island School District was formed May 22, 1889. No open school was listed for 1890-91, but there was a school board as follows: G. Heatherbell, D.L. Herbert and G. Howe. This second school was built in 1891 when an acre of land was purchased for \$25. The building and fur-



Hornby Island Schools. In foreground the old school built in 1889, nearby the new school built in 1950.

niture cost \$750. This school was opened in March 1892 and was closed by the trustees (possibly because of poor attendance) after the Christmas holidays until March 1893. The first teacher was Miss Sara Williams who was paid \$50 a month. There were ten boys and ten girls enrolled with an average attendance of 14.16. Total expenditure was \$202.22. For the next few years the school was often closed and then re-opened. It was closed in 1905-6 and re-opened in 1907-8 with G.P. Williams as teacher with six boys and four girls enrolled. The names of three pupils who received Honor Rolls in 1892 were: Deportment, Alphonso Scott; Punctuality and regularity, Florence Louise Scott; Proficiency, Caroline Sutton.

From the time the school was re-opened in March 1913 it has been in regular operation. The new school was built in 1950 to accommodate the larger number of pupils and is being used at the present time. When extra room is required the old schoolroom is used. Pupils from Grade seven up are taken by bus to the larger centres of Cumberland or Courtenay. This service began in 1947 and daily trips are made. A resident teacher looks after the lower grades.

CHURCHES — The earliest mention of religion was when Robert Solan lived on his farm at Grassy Point. He was the only person on Hornby who claimed to be a Catholic. Father Letun who held a pastorate at Comox used

to visit Bob twice annually and would call on other families while he waited for his returning steamer.

Mr. R.L. Hunt gives us a description of services held on the beach at one time. "Probably the most impressive sight I ever saw was at Spray Point one Sunday. The Royal Canadian Navy was strung across the Bay. We had a place like a church on the rocks. Mrs. S. Parnell brought an organ and played it. Some of the Navy came on shore and by pre-arranged idea we held a Sunday service. The weather was perfect and the tide was out. The bell tolled from the Lodge. We had a little snack afterwards at the Lodge (other side of the bay). I cannot think of anything that I enjoyed more or was so impressive." He adds that shortly after this the crew of HMCS Restigouche came ashore to swim and play ball. After they had gone Mr. Hunt's daughter found a baseball glove which, since it could not be returned, they kept as a souvenir. This ship went off to war and was lost with all hands.

A small Catholic Church was built on the Savoie property and services were and still are held by Catholic priests from Comox. This church was named "Holy Cross Church" and was blessed by Bishop Hill of Victoria on May 19th, 1950.

Other denominations have held services in the Community Hall through the years.

CEMETERIES — Graves of Indians have been found in various parts of the Island. At Shingle Spit a number of Indian graves have been found along with some of their stone implements. In her newspaper story, "Hornby Island Revisited," Margaret Sharcott says, "We walked to the rocky tip of the point. There was the vague mound where lie buried the bones of an Indian whose coffin toppled out of the tree soon after my grandparents came to the homestead." This was near St. John's Point where Margaret's family lived. At Little Tribune Bay there is a picket fence around the grave of a sailor shot by Indians many years ago.

At what was called Graveyard (Shingle) Point there was a private cemetery. This belonged to the Ford family. The Fords are buried there and also Mr. and Mrs. James Coburn. Some of the early settlers had a cemetery behind the school. Here are buried many of the old timers such as: the Suttons, Skinners, Seabrights and Ed Swanson. The present cemetery is off the highway near the school and is a fenced, well-kept place.

Stones and Utilities

In the very early days residents used to buy flour, sugar, etc. in quantity when local boats made trips to Nanaimo. When the CPR boats ran, groceries were ordered also in quantity from Woodward's in Vancouver.

When boats began to go up the river to Courtenay in regular runs, groceries were brought that way.

The first store was at Point Phipps and was started by R.G. Howe in 1920. Later on J. Loutet had a store in connection with his summer resort, "Saltspray".

There are two stores on the island now. A Co-op Store located near Tribune Bay in the centre of the island. This was opened in 1955. During the 1930s the Savoies had a store at their home. There was a store and cafe at the Blueback resort run by the Robinsons in connection with their resort. Each summer the fishermen are able to buy groceries at the fish-buying scow which anchors at Ford's Cove.

The Parnell Resort at Shingle Spit has a store and post office. They also run a dining room and cocktail bar in the summer months. In these days of easy ferries, residents often go to Courtenay or other Vancouver Island points to do their shopping.

TELEPHONES AND POWER — The first telephones were government telephones put in for the convenience of all the settlers. They were installed at three places: Ford's at the Cove, Smith's further north and Harwoods, who were still farther along the road. This service has grown with the growth of the island and there are now 40 subscribers and also three pay phones at strategic points.

POWER — As far back as 1938 the Women's Institute petitioned the government for power. Nothing came of it. When the dam at Campbell River was completed and the out-lying districts were being considered as potential customers the Ratepayers Association and citizens of Hornby wrote the government. This was in 1955. Denman Island was also asking for power at that time. A representative of the Power Commission came over and explained how both islands could get power by doing some of the work free. Slashing out the right-of-way and digging holes for poles was some of the work. A committee was formed and volunteers came forward. Some of the island women boarded the "rock" men at a very low rate allowed for board. The work was finished in good time and lines were installed. A celebration was held at Denman Island Community Hall for both the islands. Bill McKee, for the Power Commission asked Ed Graham, the oldest citizen at that time to turn on the power. This was in August, 1957.

POSTAL SERVICES — The first post office was run by the original settlers, the Fords. Mail was brought by boat, "City of Nanaimo" from Nanaimo and sorted and looked after by the Fords. It was distributed at Ford's Cove and mailtime was a regular gathering for the farmers. Later on the settlers took turns at running the post office. The salary of the post-

master being based on the number of stamps, money orders, etc. sold, it was quite small and the post office changed hands frequently, each family holding the office for a time.

Then the CPR got the contract to deliver mail and continued doing so until Tom Smith took the mail to his own home. It was then re-routed via Denman Island from the train at Union Bay. In 1923 the Harwood family took over the mail and operated it until they left the Island in 1933. In that year Mr. S.H. Anderson was appointed Postmaster and the following year obtained the mail contract between Denman and Hornby post offices. In the spring of 1957 he resigned as postmaster and mail contractor after about 23 years.

Washington Scott was one of the first mail couriers from Denman Island. He lived on Denman, and after getting the mail at Denman P.O., would row across the channel to Hornby where he was met by his brother Bob, with horse and buggy to deliver the mail to the P.O., wherever it might be. S. H. Anderson later took the mail from Gravelly Bay across to Ford's Cove where he sorted it in a small building.

The P.O. is now at Shingle Spit store and Mrs. Jean Parnell is Postmistress and also delivers the mail three times a week.

Social Life and Organizations

In the very early days there could have been little in the line of recreation since the settlers had to work hard for a living. The nearest thing to recreation would be "boat day", when everyone congregated at the wharf to wait for the boat. Yarns would be swapped and the latest news of the neighbours would be aired. Some indulged in horse and buggy racing much as car drivers would today. There would usually be an annual picnic held under the big maple tree on the side of Mount Geoffrey. This beautiful tree still stands. Races for the children and football games for their elders were the order of the day.

Soon a Social Club was formed, Basket Socials, Old-time dances, Christmas and Hallowe'en parties were held. When power came movies were shown in the hall. Every Fall a Community Supper was held, all the families on the island attending, young and old.

A District nurse began to call in 1944 looking after the health of the babies and others. Soon there was a Vet service, cow-testing, etc. In 1956 a Ratepayers Association was formed and a Recreation Association begun. Qualified swimming instructors were obtained and about fifty children given instruction in the summer months. For years a Sports Day was held alternately at Denman, Fanny Bay and Hornby. There was keen competition amongst the schools.

THE CREDIT UNION

In the fall of 1940 about ten people gathered together to discuss the



The Community Hall built in 1927.



Mrs. Virginie Savoie Sr. with son Leo, and grandson Remi.

starting of a Credit Union on Hornby. It was decided to send for a course on the principles and organization of a Credit Union. The first meeting was held at Jim Dalziel's home when about six people signed up to study the course. Mrs. Hilary Brown was chosen as the leader and the secretary was J. Dalziel. Others who took the course were: Toivo Laine, Len Piket, Caesar Scott, Al French, Reme and Leo Savoie. When this course was completed they called a meeting to explain the working of same. Mr. J. Burns of the B.C. Credit Union came to Hornby to speak. About ten were willing to join. The Charter was duly applied for and the Credit Union formed on August 26th, 1941. On August 26th, 1966 twenty-five years of the Club was celebrated. Mr. Bert Gladu a speaker from Vancouver came up for it. In the same year, 1966 the Hornby Island Credit Union was closed as many members had moved away and joined larger Credit Unions where they could have more facilities.

SCHOOL SAVINGS CLUB

The first School Savings Club in B.C. was organized on Hornby Island in 1947 by Mrs. Hilary Brown. There were twenty-seven members in Grades 1 - 8. These clubs were started in the Elementary schools and later spread to the High schools. The main purpose of the Savings Club was to promote thrift and to teach young people to handle money and use it wisely. Among those who joined their first Savings Club here are some who have taken Vocational training with the help of Credit Union loans. Some have put themselves through High School with money earned commercial fishing, others bought their boats by Credit Union loans. The Credit Union and School Savings Plan did a lot for the residents of Hornby Island.

HORNBY ISLAND HALL

The Social Club, Football Club, Farmers' Institute and Women's Institute all worked together in the 1920s to raise money to buy lumber to build a hall. The old school was now too small for dances and other social events. The music was always provided for these events, local musicians doing it free. Some of the orchestras were: DePapes, the Savoies, Mrs. Parnell, Jackson Arthurs and others.

All the work on the new hall was done by voluntary labor. The land was given by the government, Mr. Leon Savoie who ran a boat to Courtenay hauled the lumber free. Jim Manning cut and hewed the timbers for the foundation. Harry Carmichael was appointed foreman and laid out the work. Each family donated some money.

The Hall, built in 1927 was officially opened in June, 1928. Dr. G.K. McNaughton, then Cumberland member in the B.C. Legislature was invited to attend and open the Hall. Quite a number of people who had lived on the island came back for the official opening. Mr. Jackson Arthurs and



The Bluffs, looking towards Yellow Rock, Denman Island.



St. John's Point and Flower Island.

Mr. Albert Savoie played for the dance for that evening. Five trustees were appointed to look after the Hall. They were: Mr. C.H. Beall; Mr. T.A.L. Smith, Mr. Wm. Harwood, Mr. C.S. Parnell and Major Lucas who was appointed as secretary-treasurer.

In 1930 the taxpayers called a public meeting and changed it from a trusteeship to a committee of three members elected by the taxpayers. Mr. Albert Savoie was called upon to play some old-time tunes to finish the evening.

Summer Resorts and Subdivisions

From its earliest days Hornby has been noted for its fine climate and for the hospitality shown to strangers by the residents. Travellers were welcomed as a matter of course and the doors of homes opened to them. Over the years overnight guests came; then visitors who wished to stay longer and were accommodated by the settlers. In a recent article in the Vancouver Province, Margaret Sharcott, an author of some note who was born on Hornby Island, relates that the Acton home at St. John's Point was open to visitors two afternoons a week. At the home of her grandmother, Mrs. Acton would set a tea table on the porch with fine china rarely used and her collection of Indian artifacts and antiques was on display.

Mrs. Caesar Scott was the first to run a summer resort. This was in 1928. Her home was called "Seabreeze" and the resort is still there and open for guests. A nearby resort called "Saltspray" was run at one time by Mr. and Mrs. J. Loutet. This was in 1942. The Loutets left the island in 1954.

In 1928 Mr. R.L. Hunt, a Vancouver businessman bought the land lying along Tribune Bay from the Crown Trust, executors of the Maude Estate. Here he built the Lodge, using the old Maude farmhouse as kitchen quarters. Material for the building was brought up by scow from Vancouver. This scow left Vancouver on a spring evening in 1928. In the load was included a car, the sixth one on the island. On the trip they thought several times they would not make it but, on rounding St. John's Point the captain informed Mr. Hunt that he could tear up his insurance policy as they would now make it safely.

The Lodge was built with the aid of Pete Ostby as carpenter. The farm part of the estate was contracted to Wilhelm Wellenbrink a hard worker who did well and later moved to Courtenay.

Mr. Hunt recalls many noted guests among whom were Jack Shadbolt, a Vancouver artist, Judge Paul W. Alexander of Ohio and Miss Clarice Colbeck who later married Alan Couldery, keeper of the Yellow Rock lighthouse and many others.

In 1941 Mr. Hunt sold out to Mr. and Mrs. Grenville Seon who ran it successfully for several years and then sold to the ex-Dutch Consul (Mr. Rosebaum) of Vancouver. He in turn sold to Keith and Birdie Stonehouse who ran it themselves for years and recently sold to Victor McLean, manager of the Nabob Company. The Stonehouses have remained to manage the Lodge and in summer guests come from all over to enjoy the beauties of Tribune Bay.

Seabreeze Guest Farm, mentioned earlier as the first resort on the island has gone through various hands and is now run by Bill and Evelyn Fowler. This resort is known as "The Farm by the Sea" and features weekly hay rides for the guests. There is a good place for swimming and many fossils, sea creatures and Indian writings may be found on the rocks nearby.

Whaling Station Bay resort started in 1956 is owned and run by Mr. and Mrs. Harold Walton. This is a beautiful spot with safe sandy beach, and lovely walks. There are five fully equipped cabins and boats are available.

Shingle Spit (formerly Goose Spit) Resort was started in 1954. This resort is close to the ferry landing. There are comfortable cabins and a large campsite. A store, restaurant, cocktail lounge and laundromat are connected to the resort. It is run by Jack and Jean Parnell. Mrs. Parnell is postmistress for the island and delivers mail three times weekly.

Heron Rocks campsite is located near Ford's Cove and is owned by Mr. and Mrs. Harrison Brown. There are about fifteen campsites with two cookhouses and water on tap. Ice is also available.

About 1946 there was a resort called Blueback Resort at the Ford's Cove wharf. This was run by Bert Robinson. It has since been sold and is owned privately.

In these last years more and more people have visited Hornby and many wished to buy property here so that a number of sub-divisions have sprung up and beach lots are at a premium. Mr. S.H. Anderson, one time owner of a large part of Tribune Bay and also Whaling Station Bay, subdivided the latter. He later sold out to a Mr. Rowsey, who has made further sub-divisions, all pretty well sold out. Mr. Carl Martini, also sub-divided and sold many lots. There is also Galleon Beach, Hornby Holdings Sub-division, Sandpiper Beach and Spit Resort sub-division. Many summer homes have been and are being built and with them we find more and more people coming to Hornby for the summer months.

Occupations

In the very early days a profitable business of distilling whiskey was carried on by a few Chinamen, until large orders for rice and barley and the

drunken state of their pigs roused the suspicion of the police and the occupation came to an end. Yip-Ching, whose uncle was said to be an ambassador from China was owner of the property on the sidehill of Mount Geoffrey. Three young men from Denman Island who were working on the wharf noticed that wherever they went a young Chinaman would follow them. It seems that Yip Ching was suspicious of them. It was not too long after that that the police arrived and everything was cleared out.

BOATBUILDING — After farming, one of the earliest occupations was boatbuilding. Henry Maude made himself a canoe sixty feet long. He made it in the Indian fashion by putting heated rocks inside to swell the sides. After he left Hornby the Indians took his canoe away. Jack Scott made a canoe with oarlocks in which he made greater speed. There were many other boatbuilders on the island. George Ford built himself a sailboat "White Wings" which was used to tow lumber and make trips for supplies to Nanaimo. George Coburn used to build rowboats suitable for fishing. He worked at the creek property at the south end of the island. Laine was a boatbuilder too, also Pete Ostby and Alphonso Scott. At the present time Nick Bajkov has been building boats at Phipps Point for the last two winters.

SALAL PICKING — The picking of salal and other greenery has been and still is a profitable industry here. The island abounds in salal of good quality and good money can be made from this industry.

POTTERY — The art of pottery making has gained ground on Hornby of late years. People have worked at it for many years, some using local clay for it. At the present time there is a pottery shop on the island run by Heintz Laffen, Wayne Ghan, Robert Phillips and Chris Tom. The pottery is sold at the Co-op Store and has been popular with the tourists.

ROCK JEWELRY — Some residents have experimented with rock jewelry. For many years agates have been found on the beaches and were polished and made into jewelry. Now electric polishers are used and the work is considerably shortened. Beautiful earrings, necklaces and other items are made.

ARTISTS — Many visitors have included artists who, struck with the beauties of our island returned again and again to see and to paint the landscapes. Some bought property and set up summer studios. Among these were Miss Grace Melvin and the late Charles Scott, principal of the Vancouver Art School. In the spring issue of "Beautiful B.C." there is a copy of the water color painting of an old wharf near Tribune Bay by A.F. Wise, a Vancouver banker whose hobby was painting. Mr. Wise was killed in a car accident in 1967. Jack Shadbolt, a frequent guest at Hornby Island Lodge also did scenes of Hornby Island and is a very well known Vancouver artist. Mr. McLaughlin, who has a summer home at Shingle Spit has done paintings of Phipps Point.



Mrs. Margaretta Smith, who passed away March 1974 at age 105.



Mr. T.A.L. Smith, one of Hornby's best known early settlers.

Other Early Settlers

MR. AND MRS. T.A.L. SMITH — The year 1902 brought many settlers to Hornby, among them Mr. and Mrs. Thomas Alfred Lea Smith. Mrs. Smith, Margaretta Maria Brownrigg as she then was, came out to Canada from Ireland with her brother Bob and sister Mina. They came to live with another brother Jim who had a small store and hotel at Banff, Alberta. Conan Doyle was an uncle of theirs. The girls led an outdoor life, Margaretta being a crack shot and a fine horsewoman.

The young couple who were married on October 10th, 1891, farmed at Red Deer for a time, then Mr. Smith went into business in Rossland. From there they came to Hornby Island where they bought the holdings of the Heatherbell Bros. amounting to 320 acres. This property stretched from Phipps Point down to the Spit, which Mr. Smith would also like to have bought but could not, it being part of the entailed estate of Henry Maude. Heatherbells had made a beautiful farm there and built a fine home named "Maplehurst", that is still standing. J.H. Bennett had been the head carpenter and many Denman men came over to help in the building. Mr. Robert Swan did all the bracing. The beams were all hewn by hand and everything made to last. Through the years pieces of the land were sold to different people until, at this time Lea Smith, the son has twenty acres of the old homestead, the larger part of the farm belonging to the Bonds.

Mrs. Smith was an excellent hostess and welcomed any and all visitors. Along with Major Lucas she started the annual Christmas Tree. Bachelors were her guests at Christmas, Easter and other anniversaries. At one time she entertained Hon. James Dunsmuir, although she did not know at the time whom she was entertaining. His boat, "The Delora" was anchored off Goose Spit. After a visit his party went on board but Mr. Dunsmuir returned and asked Mrs. Smith if he might spend the night. During the evening he told them he had a great fear of the sea and never travelled on his boat if the weather were even moderately stormy. His vessel was a large one being over 200 feet in length and rating a captain and full crew including an engineering staff.

Beside his farming duties Mr. Smith took an interest in the affairs of the island. He was a J.P. for many years. He passed away in 1941.

Mrs. Smith has lived to celebrate her 100th birthday on March 7, 1969. She received messages from Queen Elizabeth and from Prime Minister



George Howe, early settler about 1902.



Jack Howe, cousin of George Howe, was a well known farmer on the island.

Trudeau on that day. Her son and daughter-in-law, Mr. and Mrs. Lea Smith of Hornby Island spent the day with her in Duncan.

JACK AND GEORGE HOWE — George Howe was born in Kingskerswell, Devonshire, England in 1849. He left home when he was eighteen and went to U.S.A. where he drifted west and, in 1878 came from San Francisco to B.C. About 1902 he came to Hornby Island and bought the old Searight place of about 300 acres but, for a long time he just used it as a place to keep his cattle. He was a butcher by trade and used to bring his tackle by steam launch to the island and butcher the animals on the spot as he needed them. He bought a store at Comox from J.B. Holmes and later, when the mines opened he started a business there. In 1891 he went to Union Bay where he built the first store and post office building, also the hotel which became well-known as the Nelson House. His partner was John Fraser. His two nephews George and Bill Harwood came to Hornby with him and, in 1906 he went back to Devon and brought back his sister and her husband, Mr. and Mrs. J.J. Harwood and the youngest child, Lucy. George Howe never married. He died of pneumonia in 1915 and was buried in Sandwich cemetery, Courtenay.

Jack Howe was a cousin of George Howe. He owned a farm on Hornby and lived there for many years. He later married a sister of the original settler, George Ford, a widow, Mrs. Green whom Ford had brought out with him after a visit to England. Her daughter, Anne Green, later married David Pickles of Denman Island. When Jack Howe died he left his place to his niece, Mrs. J. McGee (Maud Pickles). It is now occupied by Barney and Jessie French who have lately built a new home there.

THE HARWOODS — There were two Harwood families who settled on Hornby Island. Mr. J. Harwood came out from England to Ontario. He married there and they came to Hornby where they homesteaded property on the northeast side near the Sutton property. They lived on Hornby for a few years and the daughter, Alice Rose (Mrs. Tom Feely Sr.) was the first white girl born on Hornby. Mr. Harwood was section foreman for Dunsmuir at Cumberland. He and Dunsmuir came from the same part of England. A trade of property resulted in Dunsmuir taking the Hornby Island land in exchange for the Grassy Point property where Tom Feely Jr. now resides. The trade was made about 1891.

Of the other Harwood family two boys George and Bill came out from England with their uncle, George Howe in 1908. In 1912 George Howe went back to the Old Country and brought back with him his sister and her husband, Mr. and Mrs. J.J. Harwood and their daughter Lucy.

Bill and George later settled on the property left them by their uncle,

George Howe and farmed for many years until Bill Harwood left to live in Victoria in 1934. George Harwood had moved to Union Bay to live in 1923. William Harwood had owned the first car on the island, a McLaughlin Buick in 1919. Their mother had died in 1917 and sister Lucy in 1918. Old Mr. Harwood returned to England on the death of his wife. Another son, Fred was in the navy and Ernest went to Victoria where he is living today. The farm was rented for a time and then sold to Slades.

JIM MANNING — Arrival on Hornby Island. "I arrived at Hornby Island on June 21st, 1906. The regular steamer on the Nanaimo-Comox run was the 'City of Nanaimo' but it was my good fortune that she was undergoing an annual check-up during this week and taking her run was the sternwheeler Fraser River steamer 'R.P. Rithet.' I was delighted to find myself travelling on the high seas in so unusual a vessel. Captain Whitely of Victoria, the regular master of the 'City' was in charge and Harry Austin was the purser with a Mr. Bird as freight clerk or assistant purser. Harry Austin was the best known purser on the coast, knowing everybody or so it seemed. He was Harry to all the islanders. Wherever he went he was bombarded with last minute requests such as 'Harry, bring me up a box of 30-30 shells next week' or it could be some other commodity. Harry never forgot such requests. The 'Rithet' tied up at Hornby wharf about 11 a.m. on this sunny morning and on the wharf were most of the island's residents, 'steamer day' being the most important on the calendar. Apart from the thrill of meeting Mr. and Mrs. Damon, what I remember most clearly this morning was the presence of a powerfully built Indian who had certain items lying on the wharf for sale to persons on board the ship. This man was 'Qualicum Tom' and he lived at Qualicum Beach, about ten miles away. They used to say 'Qualicum Tom is so strong he can twist telegraph wire in his hands!' Tom had on the wharf that morning four handsome salmon which were bought at 25 cents each by the Chief Steward, four bear paws and two sets of deer horns which were covered in velvet. These items were bought by the Chinese cooks who had great faith in the concoctions they brewed up from such things."

As soon as the steamer left the wharf, everyone moved over to a small shack which was the island's P.O. and where the weekly mail was distributed.

ED SWANSON — Ed Swanson, a Swede, was caretaker on George Howe's farm in 1905. At Christmas 1906, Ed went to Union Bay for a few days holiday and like most old loggers he drank lots of liquor but took very little care of himself. He returned to Hornby a very sick man around New Years. The neighbours did what they could for him but it was no use. A doctor was needed but there were no phones and the nearest doctor was in Cumberland. Caesar Scott, then a boy of nineteen performed a prodigious

feat of endurance in getting the doctor but, by the time he reached Ed he had pneumonia and very little could be done. This Doctor, (Dr. Millard) left some medicine and a new paste for chest plasters, "antiphilogestine". It was and still is in the drug stores but it was too late to help Ed. He died 24 hours after the doctor left. He was buried in the cemetery behind the school.

ROBERT DE BURT HOVELL — This man was a retired English lawyer who arrived here in 1906, bought a 40-acre portion of the Smith farm in 1913 which included Point Phipps landing. There was an old barn and a two-room cabin but, shortly after buying the property he built a three-room house. He was Postmaster for a while and would always complain of the "prodigious mail" he had to sort. Two years later he sold out to a group of men, Lucas, Clarke and Hewitt. Hovell himself went to Hazelton where he again practiced law and was quite a success, his natural "fussiness" being exactly what was needed for this work.

WALTER GORDON — Walter Gordon came out from New Brunswick in 1902. His mother came with him and they farmed for some time on Denman Island where Walter raised cattle. Many stories are told of the time he and the Denman boys had rounding up these wild cattle, some with horns up to two feet in length. In those days there was no herd law so cattle were allowed to roam at will. For a few years Walter was keeper of the Yellow Rock Lighthouse. After that he moved to Hornby where he rented the old Ford farm. This was in 1906. While living there he raised canaries in the old house. Later on he rented the Taylor Mills property and raised cattle and hogs until about 1913 when he bought the Spit property from Tom Smith. This man was seldom defeated by a problem as the many amusing stories told of him testify. He was a fine man who, at the age of fifty enlisted as a soldier in World War I. Being too old for active service he was employed in other duties in England. After the War he returned to Hornby Island where he lived to the age of 88.

EDWARD GRANT — Ed or Teddy Grant came to Hornby about 1906. He never owned land but lived here for quite a long time. He was a well-educated Englishman, son of a British General and once a student at the famous Sandhurst Military College. He was a good worker, popular with everyone, his only enemy being "John Barleycorn". He eventually married a Denman Island school teacher and they lived on Lasqueti Island for the rest of their lives. He was a nephew of D.L. Herbert.

HARRY CARMICHAEL — Harry Carmichael and family lived in Cumberland and Union Bay. They came to Hornby Island in 1910 and farmed part of the old Ed Graham place, about 40 acres. They were here for

only a few years then went to Denman where Mr. Carmichael worked in Ed Graham's sawmill. From there they went to live in Victoria and then for a few years to Revelstoke. In 1920 they came back to Hornby and the three youngsters went to school here. They were: Bill, Gordon and Rachel. Mr. Carmichael died in Cumberland Hospital in 1928 and the family moved to Victoria the following year.

PETE ROBINSON — Pete Robinson came to the island in 1913 and pre-empted land on sec. 15, originally owned by Suttons. He worked for Bill Day on his farm at Tribune Bay. He went overseas in World War I (1916). While in England he married and on returning brought back his wife and her son, Eric Reynolds. She died in 1935.

Peter was road foreman here from 1919 to 1929. He farmed and shipped cream to Comox Creamery. He lived in Vancouver for a number of years in a Veteran's Home and died there in 1955. Eric Reynolds inherited the property and spent summers here. He died recently in Vancouver and the property has now been sold.

JACKSON ARTHURS — Jackson Arthurs with his wife and son William came to Hornby from Union Bay in February 1913. He bought the 60 acres owned by Bill Smith to which he later added another 80 acres. This farm is now owned by his son, Bill, who resides there with his wife, Vera. They have lately turned to beef cattle rather than dairy farming. The Arthurs were well-known oldtimers taking part in everything that went on. Mr. Arthurs was a musician and played for many dances both on Hornby and Denman Islands. His accordion, often accompanied by Mr. Sutherland with the drums and Mrs. Parnell on the piano made a fine orchestra.

Mr. Arthurs passed away in 1941. Mrs. Arthurs spent her last years at the home of her son William and died in 1952 at the age of 84.

THE SLADES — Mr. and Mrs. Sid Slade came from Victoria about 1914 and pre-empted property at Whaling Station Bay. They had three daughters, Mabel, Ada and Ethel and one son Sidney. They grew a fine garden and had many berries including black currants for sale. Mr. Slade worked at various jobs on the island and also in logging camps on Vancouver Island. The children attended school on Hornby. They were a very community-minded family and helped organize many social events. Their home was always a gathering place for young people. The son, Sid, left home to go to work in Courtenay. Ethel and Mabel married and left home. Mr. Slade died in 1927 and Mrs. Slade and Ada moved to Courtenay. Ada married there and she and her husband bought a home in Royston. Mr. and Mrs. Joe Steed bought the Hornby place from them. A grandson Sid Slade

lives on Hornby Island now and owns property there. He has a small sawmill.

ACTONS — Mr. and Mrs. Peter Acton and family came to Hornby from Cumberland in 1914 where Mr. Acton had worked in a store. They pre-empted the piece of land, 240A, on St. John's Point, now Helliwell Park. Peter Acton and son Dick had a number of dairy cattle but concentrated mostly on raising sheep as the land was better suited to them. There was another son, Gerald and a daughter Ruby. Daughter Ruby (Bampton) spent a number of years at home with her young daughter Margaret. This daughter went to school at Courtenay for some time and later married and became a writer of some note. Two of her best known books are "Trollers Holiday" and "Place of the Winds" both telling of her travels along the B.C. coast. She has also written many short articles in the Victoria Colonist and the Co-op Fisherman's papers.

Mr. Acton died suddenly in 1928 but Dick and his mother kept the place until 1945 when the family moved to Courtenay. Mr. Helliwell, C.A. of Vancouver bought the property and has since given a large part of this property to the government to be used as a park. This is what you might call a "walking" park since cars can only go part way in. There are 160 acres of virgin forest with 21 varieties of trees, many of them grotesque in shape. There are also bluffs with rookeries of gulls and cormorants. There are also many shingle beaches and a panoramic view of surrounding islands. It is a peaceful and beautiful park where one can enjoy the beauties of nature.

PETE OSTBY — Pete Ostby, his wife and daughter Irene came to Hornby about 1919. They built a house on 10 acres which originally belonged to Caesar Scott. Pete was a mill operator, general carpenter and handyman. He worked at Fanny Bay Shingle Mill for a year or more. He then built and operated a small sawmill on his place and sold lumber to island residents. His daughter Irene attended school here. They were a musical family and Pete made two guitars, one for his wife and one for himself, which they played at many social events. He sold out to Jimmie Loutet from North Vancouver in 1943. The Loutets built cabins and kept a small store for their resort, called "Saltspray." The place has changed hands quite often through the years. Ostbys moved to Fanny Bay where he built a home and a small sawmill, selling lumber to people in the vicinity.

DAVIE DUNN — Davie Dunn was a miner from Nanaimo who came to live near the Arthurs place. His sister and her husband, Mr. and Mrs. Clarke came to live with him. Mrs. Clarke did the housekeeping but her husband was an invalid and did not live very long. They were in very poor circumstances and nearly starved. Bill Arthurs employed Dunn to build a

fence for him.

McMILLAN — James McMillan came to this island about 1918. He fished and lived at Ford's Cove. He later bought the Davie Dunn property. He was found dead in bed in 1940.

DONEY — Richard Doney rented 40 acres on a sidehill above Ford's Cove. The land was owned by a man called Rowbottom but this man never lived on Hornby Island. Richard Doney's family owned land and lived on Denman Island for many years. They were well known there.

ERIC TASKER — Came to Hornby in 1919. He bought 48 acres from R.G. Howe at Phipps Point. Lived there a few years but found the coast climate bad for asthma and left to settle in Kelowna.

LAINES — Mr. and Mrs. August Adolph Laine came from Finland originally where their oldest son, Toivo was born. They lived near Chicago for a time, later moving to Nanaimo. Their three daughters, Jennie, Ellen and Eleanor were born in the U.S.A. Mr. Laine fished around Hornby for a time and after a few years they bought a place and moved to the island. A son, Edwin was born on Hornby and the children all went to school there. Toivo married another Hornby Islander, Jessie McGee. They now live at Nanaimo where Toivo has a fishboat. Jennie married Gerald Acton also of Hornby and they lived at Hilliers B.C. Both have now passed on leaving quite a large family. Ellen married Les Plester and lived on the prairies for several years. She died suddenly there. Eleanor was married to Joe Corrigan of Denman Island. She is now a widow and lives at Campbell River. Edwin married a Courtenay girl and they have recently moved to Qualicum Beach. Mrs. Laine died several years ago and Mr. Laine, who made his home with his daughter Eleanor at Campbell River passed away in February of this year (1969).

The Laines were well known for their hospitality and for their Finnish steam bath which was used by many of the Lodge guests and much enjoyed. Mrs. Laine's coffee was unusually good being made from the fresh beans which she bought at Woodward's and roasted in a frying pan and ground at home. As Mr. Hunt says, "There never has been or ever will be coffee like that made by Mrs. Laine! God bless her!"

THE SAVOIE FAMILY — Mr. Leon Savoie and family came to Hornby from Denman Island in 1921. They had 11 of a family who grew up on the island and attended school there. Four of the Savoie sons still live here, also a daughter. Mr. Savoie passed away in 1941 but Mrs. Savoie still has her

home here and was one of the older citizens who received a Centennial Medallion. Albert and Leo Savoie operate the Hornby Island ferry. In fact, the gas boat service started by Leon Savoie in 1921 was carried on by his son, Albert who later built a two-car ferry and is still supplying transportation with his new six-car ferry today. In all, the family has served the public for over 40 years.

Albert is a boat builder and designed and built the present ferry. Albert has a family of four girls and one boy. All are married and away from home. Leo who assists on the ferry is married with a family of two boys and two girls. George assists with the ferry and is also a farmer. He is not married. Francis is a commercial fisherman. He is married and has two sons.

MR. AND MRS. JACK McGEE — Jack McGee came out from Bushmills, Northern Ireland originally. He came to Hornby to work on the John Howe place in 1924. He married Maud Pickles of Denman Island. They had nine of a family, one died at an early age, another, John was killed in a logging accident a few years ago. The others are: Gordon, Jessie (Mrs. Toivo Laine), Annie, (Mrs. C. Thames), Nora (Mrs. J. Fuller), Alec, James and Norman. All attended school on Hornby Island.

They farmed the Howe place and Jack did quite a lot of logging on the island and also worked in logging camps on Vancouver Island. He was a steam donkey operator and all round handyman in the woods. They sold out in 1955 and bought property on Denman Island where they are now living.

MR. AND MRS. PARNELL — Charles Stuart Parnell came from England in 1924. They came to Hornby to look at property and stayed in a small cottage on the Harwood place. Then they bought property at the south end of the island, part of the old Ford estate which had belonged to Harwoods. In 1926 Harold Hastings of Denman Island built them a fine house which they called "Oakhurst". They had two sons, Jack and Geoffrey. Mr. Parnell had been a farmer in England and built up the old farm and grew some excellent crops. They had dairy cattle at first, shipping cream to Courtenay as the other farmers did at that time. During the war years they concentrated on tomatoes and early potatoes and also kept some beef cattle.

Mrs. Parnell was a great community worker. She played the piano for years at all the concerts and parties at the Community Hall. In times of sickness or trouble Mrs. Parnell was always the first to help out. Geoffrey, the youngest boy, served overseas in the Ambulance Corps during the war. He came back in 1945. He drove the first school bus on the island. In the year 1950, about a year after Geoffrey was killed in a tragic accident at his home, the farm was sold.

JACK PARNELL — Jack Parnell worked away from the island for a few years. He came back in the late 40s and logged on Hornby. Then he started a resort at Shingle Spit. This has grown into a bustling business and is a very busy place from June to September. Mrs. Jean Parnell is Postmistress and delivers the mail three times weekly. They also have a store, restaurant and cocktail lounge.

THE DePAPE FAMILY — Clement DePape, who originally came from Belgium, lived at one time on Denman Island where some of the family attended school. They came to Hornby in 1925 and bought a part of the Sutton place and started farming. Three of their family came with them, Gaston, George and Rose, the others being married and away.

They had cattle, sheep and hogs which they shipped to Courtenay. They also sent cream to the Comox Creamery. They later bought more property on the island and Gaston farmed 40 acres at Little Tribune Bay and George the property now being sub-divided by Nanaimo Realty at Sandpiper Beach. Gaston and his family left the island and went to live in Vancouver. The farm was sold to Pete Bos in 1935. George DePape married and settled on the larger farm. He built one of the first sawmills here and had his own timber to cut. He sold lumber on Hornby and in Courtenay. They had fourteen children who all attended school here. The boys later worked in the woods and in the mill. One son, George Jr. was stricken with polio when twenty years old. He is still in hospital in Vancouver.

The family were very musical and started an orchestra and played for dances for a long time. They left the island in the 1950s and lived at Ruskin, B.C. Many of the family are now married and live in various parts of B.C. George Sr. still has a small place here and lives there at the present time.

MR. AND MRS. S.H. ANDERSON — Came to Hornby Island in the spring of 1928 from Winnipeg. Mr. Anderson bought property consisting of sec. 8 & 9, 600 acres at Tribune Bay. Here he built several cottages and a home for themselves. In 1940 Mrs. Gibbs and Effie, Mrs. Anderson's mother and sister came to live in one of the cottages. Mrs. Gibbs was there until she passed away in 1960. Effie returned to Calgary when her husband returned from overseas and they later went to live at Mission City. The Andersons had two children, Edward and Patricia. Edward was killed in an explosion in the Yukon in 1954. Patricia married Dr. Joseph E. Boulding and lives with her family at Cedar in Nanaimo.

Mr. Anderson kept cattle until the Pound Law forced him to dispose of most of them. In 1933 he was appointed Postmaster and the following year obtained the mail contract between Hornby and Denman post offices. In 1939 he was appointed J.P. In 1946 he began logging operations which

continued for several years. In the spring of 1957 he resigned as Postmaster and mail Contractor after about twenty-three years and started a sub-division on his property at Whaling Station Bay. In 1965 he sold this whole sub-division to Mr. Rowsey of Texas. The property has recently been resold by Mr. Rowsey.

Early the following year Mr. and Mrs. Anderson took a six months motor tour of the United Kingdom and Western Europe, in all taking in eleven countries. They are now living in Victoria, B.C.

MR. AND MRS. R.L. HUNT — Robert Leonard Hunt, a Vancouver business man, bought the old Herbert property at Tribune Bay in 1927. For some time they came up and down from the city to see and enjoy their place. Mr. Hunt carried on his business in Vancouver and had several different caretakers to look after the Hornby place. Charles Buttrum was one of these. Wilhelm Wellenbrink was employed by him to run the farm. Pete Ostby was employed as a carpenter and built the Lodge, the kitchen being a part of the old Maude home. The Lodge was developed into a fine summer resort, one of the first on the island. Mr. and Mrs. Hunt, with their two daughters Jean and Shirley came to live on Hornby and ran the summer resort themselves for some time. In 1941 the Hunts sold to Mr. and Mrs. Grenville Seon who ran the resort for some years, then retired to a home on the island. Mr. and Mrs. Hunt live in Vancouver where Mr. Hunt still carries on with his insurance business.

CHARLES BUTTRUM — Charles Buttrum came first to be caretaker at the Lodge for Mr. Hunt. He was there for a year and then he and Bill Day started to build some cabins with the idea of renting them. Charles Buttrum's mother lived with him. In 1930 Charles married Christine Henderson and they moved into one of these cabins. She died in 1940 and the property was sold to Victor Eby. Charles Buttrum and his mother moved to a cottage on the road near the Bennett place. Lily Buttrum, a cousin, came out from Ontario to keep house for them and later married Charles. She had a small store at their home during 1945 - 47. Old Mrs. Buttrum lived to be ninety-seven. Charles died in 1954 in his eightieth year and his wife Lily went back to Ontario where most of her relatives lived. The place was then sold to a Vancouver man.

STEEDS — Mr. and Mrs. Joe. H. Steed bought the Slade place at Whaling Station Bay when the Slades moved to Courtenay in 1927. Mr. Steed was a retired prairie farmer. They did not farm but just raised a garden for their own use. Mr. Steed died a few years later and Mrs. Steed continued to live there for a few years but had a terrible experience when she fell in the well and no help being near she performed the tremendous feat of climbing out under her own power. There was fortunately very little

water in the well at the time and the old lady (in her 70s) was wise enough to get into her bed until she recovered.

The place was then sold to MR. AND MRS. TOM CARLING. Mr. Carling was a retired business man who came to Hornby Island for a quiet place to live as he was in very poor health. Mr. Carling recovered a measure of good health and lived many years on the island. Mrs. Carling still has her home there.

Other people who came to the island in the 1930s were: Pearl and Pete Bos, Leona and Hubert Dolling, Hilary and Harrison Brown, Mr. and Mrs. Eddie Westwood, Mr. and Mrs. Sheldrake, J. Abrams, Walter Greenlees, J. Gauder, Axel Beckman.

In the 1940s were: George Cowie (who married Muriel Savoie) Mr. and Mrs. Victor Eby, Mr. and Mrs. G. Seon, Mr. and Mrs. Tom Carling, Dave and Bert Robinson, Harold and Irene Walton, Mr. and Mrs. J. Loutet, Mr. and Mrs. L. Bond, Alan Pickering (who married Mary Savoie), Dave Grey, Barney French.

In the 1950s were: Evelyn and Bill Fowler (Seabreeze Resort), Birdie and Keith Stonehouse (The Lodge) Brigadier Peter Shields.

Each year more settlers come in, some leave the island but the population continues to grow. The influx of tourists and those owning summer homes is getting greater every year and summer time is indeed busy on Hornby Island.

Stories and Anecdotes

A STRANGE FUNERAL — One of Hornby's present residents remembers attending a funeral on Hornby when he was a very small boy. An old man had died and lumber was taken into the room and a very large rough box constructed. They had great difficulty in getting the body into the box and even more difficulty getting the coffin through the door. However, this accomplished, laying their hats on the lid of the coffin the pallbearers commenced the trip to the burial place a short distance away. They had not gone far when the boat whistle sounded. Since the ship carried a Bar, the pallbearers hastily set down their burden, seized their hats and headed off at high speed for the landing wharf. I am told they returned later and finished their mission.

CURING THE HEAVES — One of our settlers had a horse that had the "heaves" (a respiratory disease from dusty hay). He had arranged to trade the horse for one from a Denman Island farmer. Finding the cost of shipping the horse by boat from one island to the other was too much, he

decided to swim it across. Setting out in a boat with the horse's tow rope well-anchored, all went well until the horse began to tire, and, unable to get his breath, choked and pulled on the line so that the man had to cut the rope, whereupon the animal sank and was drowned.

THE BASKET — The ingenious keeper of the Yellow Rock Lighthouse was accustomed to going ashore to Denman Island (approx. 200 yards) in a basket affair which was hitched to a wire rope going from the Rock to the beach. He used to cut his firewood ashore on Denman Island, loading the basket with wood for the return trip. One day the rope gave way when he was in mid-channel and our friend had quite a difficult time extricating himself from the basket and mess of wood. In fact, he almost drowned. He never used it again.

A LESSON IN DIPLOMACY — A family of early settlers on Hornby raised more and more sheep which were allowed to roam the island at will. The neighbours got tired of having the sheep break into their gardens and eating all the pasture. With great diplomacy they let it be known that they were going to bring in a large raft and load the sheep out to market. (Of course not intending to do anything of the kind). One of them, who was a great eavesdropper, heard them discussing the scheme (as he was intended to do) and reported it at home. It worked like a charm. The family rounded up all their sheep and took them home!

THE CASH PIG — (as told by Mr. R.L. Hunt). "One of the stories I like to remember is that I persuaded my farmer to owe the Royal Bank of Canada at Courtenay, while I was security for the note. The manager was a very fine fellow especially when he visited us. Later on I found out that the butcher was taking produce only from those who owed his store, but WE were paying regularly in CASH. Consequently it was not taking any produce from my farmer. This was corrected! However, before this, Bill sent up to the Royal Bank a 400 lb. dressed pig. On the pig's ear was the notation, "I have no cash money. Please apply this to my note." As the pig was delivered to the Bank about 9:30 a.m. the manager phoned up the butcher and said, "Take this ruddy pig off our doorstep!"

THE FEUD — In the old days it happened that two neighbours could not agree on the boundary of their property lines. After much argument neither would give in and things got pretty hostile. Finally, in the dead of night each would move the fence line to where they thought it should be. It was moved back and forth over a twenty foot strip for about a year. Finally they gave up and the winner is reported to have said, "Well, I beat the old son of a b---- anyway!"



Pressing Hay, Baling at Maplehurst Farm.



The first school savings club in B.C. organized at Hornby Island in 1947. Back row at left: Mrs. H. Brown, Treasurer Hornby Island C.U., Mrs. M. Shearer, Teacher. Centre rear: A.L. Nicholas "International Brothers Keeper" 1957. Then visiting club as "Uncle Nick" from B.C.C.U. League.

STORY ABOUT A VERY OLDTIMER — This retired army officer was too fond of the bottle. He had a cabin of his own but spent most of his time at the neighbours. One day when he was drunk the men put him in a wheelbarrow and wheeled him home. Shortly afterwards they heard shots. "Now he's gone and shot himself!" they said and proceeded to his cabin to investigate. Here they found him lying on the bed shooting holes through the roof with his gun.

HOW "CYCLONE" GOT HIS NAME — This man went to work in a small logging camp on Nelson Island in Jervis Inlet when he was only sixteen years old. They gave him a job packing water for a small steam donkey. He carried the water in two buckets and when he finished he used to come into the bunkhouse puffing and blowing and complaining about the hard job he had. The men nicknamed him "Cyclone" and that name stuck to him for the rest of his life.

TAKING THE PIGS TO MARKET — In the early days animals were often shipped live to the various markets. One farmer had some pigs to ship. The first time he tried to get them on the boat they scattered all over the place. Then he had a bright idea. He constructed a wagon with no bottom to it, just rails to keep the pigs in and runners to slide the rails down to the wharf. He put the pigs in this contraption and forced them to run along inside to the wharf. He drove this on to the boat, sailed to Union Bay and drove them off in the same way. The pigs arrived safely with nothing worse than skinned hoofs.

SWIMMING THE BULL — Not having money to waste a farmer who wanted to get a bull across from Hornby to Denman hit upon the idea of swimming it across. The bull had other ideas and would not enter the water so our friend tied a rope around its neck, fastened it to a large rock and went away and had a sleep. When he awoke the tide had come in and the bull was swimming round and round the rock. He took his rowboat and towed the animal across the channel.

A GRUESOME STORY — It was the custom in years gone by for the government to pay \$5 to anyone finding and burying a corpse which had floated in to the island or was otherwise discovered. This resulted in a little skulduggery such as digging up and re-burying a corpse! Once the body of an Indian who had fallen from his canoe was found floating around the wharf at Ford's Cove. Found by our pig farmer, he tied it up and eventually buried him somewhat carelessly on the side hill near his place. He received his pay. Later some Indians came along and wanted to know where he had buried "Long Tom." Leading them to the spot it was discovered the pigs had unearthed the corpse and much of it was devoured.

THE WINDMILL PLOW — One of our early residents, an inventive genius, conceived the idea of building a winddriven plow. He constructed a windmill of heavy six by six timbers with shakes for paddles, at one end of his field. The wind pulled the plow across the field all right but had to be pulled back to the starting point by hand, a somewhat difficult feat. It was not used long, however, as our friend left it in gear one night and a wind coming up the whole thing was beaten to pieces.

Odds and Ends

We cannot close this story without mentioning the beautiful flowers that may be found on Hornby Island. In the early spring the little island known as Flower Island (Flora Is. on the charts) off St. John's Point is a mass of wild flowers and people go from many places to view them. Here, besides the ordinary run of wild flowers may be seen many different varieties of cacti, their blooms covering the little island like a carpet. Some varieties of wild flowers found on Hornby itself are: Lady's Slipper, Indian Paint Brush, Columbine, Chocolate Lily (Snake Head), Camas, Dog's Tooth Violet, Trillium, Forgetmenot, Star Flower, Wild Honeysuckle, Shooting Star and many others.

On our island there are no ferocious animals such as the bear and the cougar. There are numerous deer, raccoons and squirrels. There are quite a number of mink and a few otter are left from the depredations of hunters. You may see blue grouse and a few pheasants which were once numerous here. Many of these pheasants have been raised privately. There also are some quail to be seen.

Beside the cedar and fir trees we find the beautiful arbutus, the dogwood, fine maple trees and the rare Garry Oak, many of which have been here since the earliest times.

If you are a "rock hound" you will find many different kinds here. A few of them are: Agate, basalt, concretion, conglomerate, dallasite, fossils, garnet, granite, jasper, quartz, sandstone, shale and slate.

Acknowledgements

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BRITISH COLUMBIA.

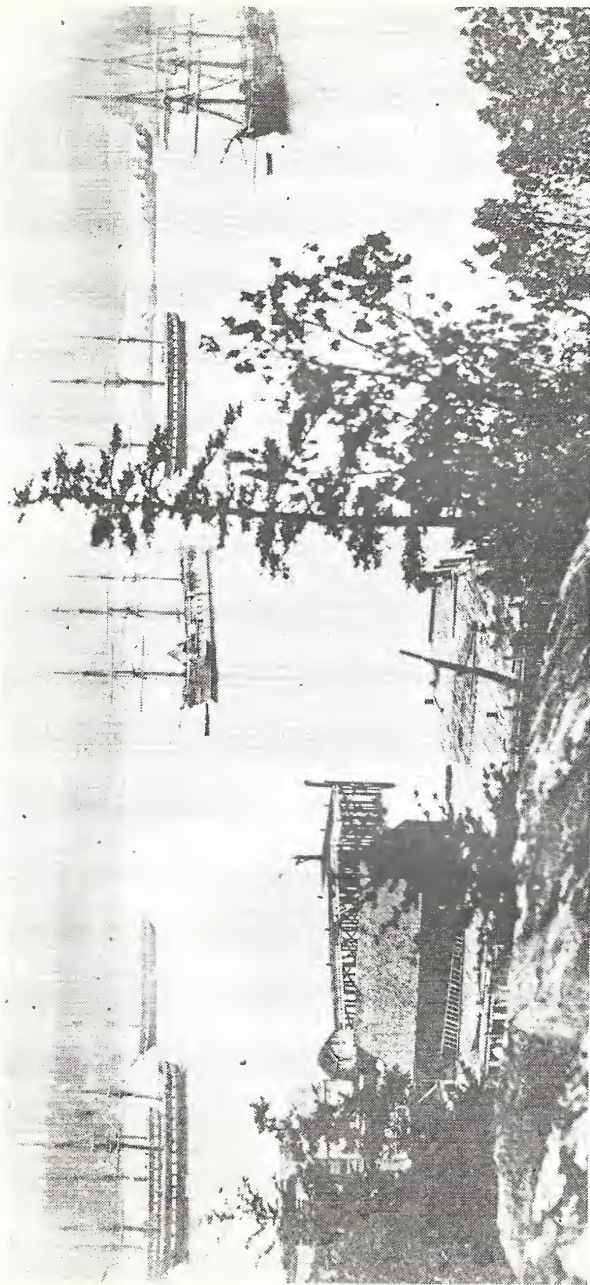
ASSESSMENT ROLL, 1890.

PARTICULARS.	\$	cts.
<i>W. & S. 1/4 Sec. 11</i>		
Real Property Tax.....	1.50	
Personal Property Tax.....		
Wild Land Tax.....		
Income Tax.....		
Advertising in Gazette.....		
Advertising in Newspapers.....		
Costs and Charges.....		
Total.....	\$	1.50

RECEIVED from *Robert E. Scott*
the sum of *One*
Dollars, in payment of Taxes due under "Assessment Act,"
for the year ending 31st December, 1890. Particulars as
annexed.

William Mitchell Collector.

District.



"Flying Squadron in Esquimalt Harbour - 1869-1870". Ships left to right are "Endymion, Liverpool, Liffey, Zealous, Phoebe and Charybdis".